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THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

Training is now going forward. Applicants desiring to enrol should apply at once to
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Hongkong Daily Press.

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[90]

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Feb. 11th.—The English Mail (via Siberia), per s.s. CHESAN.
Feb. 12th.—The English Mail, per s.s. MALTA.

TO DEPART.

Feb. 11th.—Straits, Colombo, Marseilles and United Kingdom, at 11 a.m., per s.s. KANG MARU.
Feb. 11th.—Europe via Siberia, at 3 p.m., per s.s. LUCHOW.
Feb. 12th.—Straits, Burnah, Ceylon, Aden, India, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. ORIENTAL.
Feb. 13th.—Europe via Siberia, at 4 p.m., per s.s. CHESAN.
Feb. 24th.—Shanghai, North China, Japan via Moji, United States and South America via Victoria, B.C., and United Kingdom via Canada, at 11 a.m., per s.s. MONTAGNE.
Feb. 24th.—Europe via Siberia, at 11 a.m., per s.s. MONTAGNE.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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Hongkong, 9th December, 1914. [57]

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TELEPHONE NO. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [44]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

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SOUTH BOUND.
Connecting at Harbin with:
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Dairen
Changchun
Sakaki Maru
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* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
* With regard to the above Time-Table, the Four Express Trains per week connecting two each way with the Eurasian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lits Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.

To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hsichang (the finest sea-side resort in North China), all under the Company's management.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.
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Codes: A.B.C. 5th Ed., A1, and Lieber's.

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SOUTH MANCHURIA RAILWAY CO., DAIREN. [96]

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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [95]

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Hongkong, 1st December, 1914. [33]

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Hongkong, 2nd May, 1914. [51]

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Tel. Add. "Phoenix" Macau. 1st February, 1915. [37]

VICTORIA HOTEL

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[31-5]

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Hongkong, 5th February, 1915

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OREGON PINE.

THE CHINA IMPORT AND
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Hongkong, 27th June, 1914

[34]

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TELEPHONE 343.

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Gentlemen are asked to place their Orders early to ensure being executed in time.

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[101]

WITH THE JAPANESE AT
TSINGTAU.

IN GERMAN TRENCHES

An officer in the South Wales Borderers writes:—

I have just come back from a tour of inspection of the battle ground again, having taken the men of my platoon to see No. 2 Redoubt and other places of interest to them. During the attack on the night of the 14th the Jap engineers managed to sap right up to the redoubts, cut the wire entanglements, then they rushed the right and left flank whilst we held the centre and came through. The Japanese artillery simply poured shell in from the front. The German guns poured shell too, but their infantry were so hard on the advance that they went right through, and by 8 o'clock the fort, a mile in rear, had been mounted and the German flag waved out. Apparently the Governor's A.D.C., who came out during the advance about 7 o'clock in the morning along the road with the white flag, was killed by a shell. However, that was bad luck and couldn't be helped. I expect some day you will hear a huge story about the German white flag being fired on by the Japs. The scene on the battle ground immediately afterwards was perfectly amazing; it might have been a picture of a battle field on the cinematograph. The Japs lost very heavily, as was only to be expected on a big task, with dozens of machine-guns, rifles, and shells hurled about. The company in front of No. 2 Redoubt had 87 left out of 250 men.

During the whole siege we have lost 71 out of the battalion, which is extremely lucky, considering that we have been under continuous shell fire for four weeks. Two officers only were wounded, and those very slightly, with three other officers of the Sikh Regiment. One of the little show on November 5th had a wonderful escape; a bullet went through his great coat, tunic, shirt, vest, and just grazed his back, going out in a similar way. A few nights before that three officers were talking casually near one of the trenches when a shell landed pitched about 20 ft. in front of them, but as luck would have it, it did not explode, but simply went thud into the soft ground. There is no doubt that on the whole we have been extraordinarily lucky; 8,000 German prisoners have been taken, and will be taken over to Japan tomorrow and the next day.

I must say they are being treated far too well for their deserts; they are kept within certain bounds, of course, and disarmed, but they are allowed to roam about, apparently without any escort. As soon as we get in, we had all their kit and personal property, etc., collected and put under a guard and later they came back and took their kits away. I don't think they would dream of doing that for us in the same position. They loathe our presence; however, it doesn't worry us in the least. One thing we did do; when we arrived in the morning, lots of bread, tins of butter, salmon, crab and other things, and being jolly hungry we had a topping breakfast.

The peace and quietness now is very strange and one almost misses it, but really it is a very good time for the show to finish because the weather is getting bitterly cold and the frost is beginning with its accustomed regularity. When you have to break the ice to have a wash in the morning, it's about time you slept under a roof, not that one did wash very often. I know I hadn't a bath for three weeks before we came in here. I suppose we shall stay here for another week or so, and then we go to Tientsin for a fortnight to rest.

SHIPPING NOTES.

Respecting the Note that has been presented by the United States to the British Government regarding the rights of neutral ships, charges that Japanese cruisers have also been holding up American shipping were made in Washington on 31st ult. by Mr. R. P. Schwerin, of the Pacific Mail Steamship Company. He alleged that the *Manchuria* was detained for forty-eight hours, and that practically every other vessel of the line has been subjected to interference. The House of Representatives is considering an investigation.

The prize ship *Australia*, which has been lying in Colombo harbour for the past five months and which was recently offered for sale, has been bought by the British India Steam Navigation Company for a price which Captain Goss, of the company's service, says, would be while the officers are also drawn from the B.I. service. The *Australia* is a vessel of 4,650 tons and belonged to the Deutsche Austral Dampschiffahrt Gesellschaft. She was captured shortly after the outbreak of war between Great Britain and Germany by a unit of the East Indies Squadron, and brought into Colombo on August 11th along with the prize ship *Furst*. Being loaded with a large quantity of gunpowder and explosives, she was kept outside the harbour as a precaution against accidents.

There are rumours abroad that P. and O. passengers may hope soon to recover the privilege of embarking and disembarking at Marseilles in their voyages to and from India. The enforced resumption of the long sea route to India is an element in the war disturbance which the public has never been disposed to accept philosophically. The P. and O. Company has reduced the inconvenience attendant on the new arrangement to a minimum when the delivery of mails is concerned, but they could not compensate their passengers for the loss of the privilege to make use of Marseilles. We hear that the military requirements of the French Government are still the determining factor, and until it can be shown that the weekly passage through France of the mail trains is not likely to interfere with the movement of troops, it is unlikely that the old order of things will be resumed. There is also the passport difficulty to be overcome; but we believe that it will not be long before it will be possible to travel to India *via* Marseilles. —*Indian Mail*, January, 1st.

THE FUTURE OF CHOSSEN.

WHAT SOME OF THE INDUSTRIES ARE DOING.

H.B.M. Consul-General at Seoul, Mr. A. H. Lay, has forwarded to his Government a *résumé* of a series of articles dealing with the industrial development of Chosen which were published in the local Press before the outbreak of the European war. The labour question is first dealt with, and it is stated that the supply is abundant and wages do not exceed one-half or two-thirds those of Japanese wages. Chosenese compare favourably with Japanese and Chinese as regards capacity for manual labour, though they are not so good as Japanese at work requiring thought.

At present the country is in a somewhat unfortunate position as regards coal, but it must be remembered that Chosenese industry is in its infancy and factories few. The output of coal in Chosen, by unofficial enterprises in 1912, was 131,912 tons valued at 546,398 yen, and the output of anthracite coal from the Pyeng-Yang Government mine was 128,905 tons valued at 669,735 yen, making a total of 260,823 tons valued at 1,216,135 yen. A large quantity of this coal is consumed by the Japanese Navy, so that a considerable proportion of the country's requirements must be imported from abroad.

The annual demand for coal in Chosen is about 350,000 tons, of which 150,000 tons are used for the railways, leaving a balance of 200,000 tons for industrial and other purposes. The three chief sources of supply in Chosen are (1) the Pyeng-Yang mines above-mentioned, which, after meeting naval requirements, have a surplus of only 10,000 tons; (2) the Anju coal mine at Shin Anju, which will probably produce, when in full operation, from 30,000 to 40,000 tons per annum of comparatively poor quality coal—it ranks with Japanese third-class coal; and (3) the Mitsui Bishi Company's grant of a portion of the Pyeng-Yang coal-fields, the output of which is exclusively used for their iron foundry at Kenjino. To sum up, the production of coal in Chosen is small, but it is easy to get a supply elsewhere, and competition between domestic and imported coal will prevent a monopoly, so that with industry flourishing in the country there will be no fear of lack of fuel.

With regard to railways Chosen already has the Seoul Fusan Railway and the Kona line, whilst the Seoul-Gensan line is approaching completion. But the Chosenese railways, and especially the main lines, do not, as in Europe, link up already existing financial centres, nor, as in America, are they laid for the purpose of developing sources of wealth. Rather were they hastily constructed with semi-military objects, and therefore they are more international than local means of communication and, as a part of the main line between Europe and Asia, are of greater value in developing the commerce of Japan.

When the distribution of the chief cities of Chosen is considered in connection with the main and branch lines of railway it will be observed that out of thirteen prefectural cities only three, namely, Seoul, Pyeng-Yang and Taikun, enjoy the benefit of the railway. The localities traversed by the existing lines are comparatively valuable financially, and enjoy no small traffic in goods, but the movement of goods to and from thickly populated areas away from the railways is much hampered. Local means of transport, especially by land, are still in their infancy, and there is everywhere a great need for light railways. This need is of such importance that it may be called the first principle of the development of industry in Chosen.

With regard to the raising of capital required for Chosenese industries it cannot be said that it would be easy. Land can be bought comparatively cheaply, but materials for building factories would be costly and the requisite machinery would all have to come from Japan, the United States, or Europe. The majority of the operatives would be Chosenese, but experienced Japanese would have to be engaged as overseers. The number of companies with head offices in Chosen at the end of 1912 was 173, with a total capital of 47,196,210 yen, whilst those with head offices in Japan and branch offices in Chosen numbered 39, with a total capital of 64,147,700 yen. The amount of Japanese capital invested in industry in Chosen is very small, while that devoted to agriculture and other development purposes is comparatively large. There is no difficulty in raising money for undertakings in which the interest is guaranteed by the Government, or for enterprises half private and half official.

The chief tax falling upon industrial companies is the business tax. It is levied according to the grade of the company, but rates are very low and not to be compared with those ruling in Japan. Industrial companies in Chosen pay a small business tax and no income tax, so that from the point of view of taxation there are great facilities for starting industries in Chosen. Customs duties range from a minimum of 5 per cent. to a maximum of 20 per cent. On raw and half-manufactured materials the duties are low.

The raw materials available in Chosen include eggs; milk for condensed milk and butter; bones for mannite and glue; fresh meat for canning; and for the soap and candles. Hides are also an important item; there were 1,040,000 head of cattle in the country in 1912.

The soil of Chosen is very fertile, and the most important crop is rice, the production of which reaches 10,000,000 koku, which, in addition to supplying the home demand, leaves no inconsiderable quantity for exportation. Next to rice comes wheat, of which the yield in 1913 was 5,800,000 koku. Beans are produced in every Province, and are said to be better than those of Japan or Manchuria. The export of cotton in 1913 was valued at about 920,000 yen. The tobacco harvest in 1912 yielded 3,400,000 kwan. Sericulture is one of the hopeful undertakings from the point of view of climate. Timber is abundant near the Yalu and Tumen rivers.

According to the authorities the principal mineral wealth of Chosen consists of gold and silver, iron, anthracite, copper, lead, zinc, graphite, and iron sulphides. Besides these there are tungsten, mercury, asbestos, mica, etc. For ornamental purposes Chosenese jewels and marble are promising. The production of salt is said to amount to 280,000,000 kwan.

The articles quoted conclude with some remarks on the assistance afforded to industry by the Government. In the past, industries languished because of bad government, but since the annexation the authorities have made a point of developing industries, and are experimenting with various institutions.

In 1907 an Industrial Training School was established by the Government in Seoul. Its curriculum consists of experimental work in brewing, analysis of minerals, dyeing and weaving, ceramics and applied chemistry. Other institutions established by the Government include those giving instruction in sericulture, weaving, agriculture, silk reeling, straw working, charcoal making, paper making, hemp manufacture and the marine products industry, as well as establishments engaged in the distribution of young plants, young cattle, and implements. In 1913 these institutions numbered 126, with 2,755 students. In addition to these, local training stations, numbering 72 with 1,178 students, receive support from the Government.

DR. WU TING FANG AT
MANILA.DECLARES CHINESE LABOUR IS
NEEDED.

Dr. Wu Ting Fang, one of the most popular Ministers China has ever sent to Washington, has been paying a visit to Manila to witness the Carnival. Under the auspices of the Manila Merchants' Association, Dr. Wu and Captain Robert Dollar, the "millionaire" shipping magnate, were entertained at luncheon at the Manila Hotel.

Dr. Wu, says a report, was warmly applauded as he rose to speak, and with his clear enunciation of English, ease and dignity of manner, and occasional sallies of wit, he held his hearers spell-bound in an earnest appeal for confidence and increased trade relations. He began by expressing his good fortune in getting on with the people of the United States. Although educated in a British college and numbering many friends among the English people, he feels so much at home with the Americans, he stated with a smile, that he suspected somewhere in his ancestry there had been some relative who was born in the United States. If he goes to a foreign hotel he felt unhappy unless he met an American. On this, his first visit to the Philippines, he was surprised at the improvements which have been brought about under the domination of the Americans, referred to the excellent schools, roads, public buildings, docks, and declared the Manila Hotel is equal to any New York hotel he ever stayed in.

FOUR CLASSES IN CHINA. In China, he said, there were four classes of people. First, the official class to which he belongs; second, the agricultural class; third, the artisans or labourers; and fourthly, the merchants, who were at the bottom of the list, which raised a laugh. "I propose to change that order," said Dr. Wu, "and put the merchants at the top of the list." While one of his objects in coming to Manila was to see the work accomplished by Americans, another purpose held in view by himself and his companions was to study trade conditions, to extend commercial relations, to co-operate with the business men of the Philippines in expanding trade between the two countries. He failed to see any good reason why the exports in China and the Philippines should not exceed the imports.

Riding out into the country around Manila with Bishop Brent and some Chinese friends he found everything beautiful, fine roads and splendid plants, but he was particularly impressed with the unutilized fields. "Why not, I ask you, does this rich soil remain uncultivated? In China every available inch is cultivated, and in Japan. I am told there are a million acres of land here lying fallow through lack of labour. You want men to come here to cultivate this land, then you will be able to export rice and other products. Some of my countrymen might be allowed to come here to help you. They are very good farmers, and we can spare one or two millions. They have no sinister intentions. They do not want to grab territory. They will help you to cultivate the soil and better their own condition, to the mutual benefit of all."

"What we want is a trade alliance, not the 'scrap of paper alliance.' There are no questions existing between China and the Philippines. We must work together. We must have confidence." In conclusion, Dr. Wu Ting Fang thanked the Governor-General and the merchants "from the bottom of my heart" for this privilege, and will always carry a pleasant memory, he said, of what he has seen here. "I may revisit these islands 45 years hence, and the reason I say this is that when I left Washington five years ago some of my American friends asked me when I would return there. I will return in 1959, I told them. So I may say that I will return to the Philippines in 1959 on my way to visit the United States, and I hope to find you all alive and well and I will shake hands with you again." This reference to 1959 is believed to refer in a humorous vein to the date on which the Chinese Exclusion Act expires in the United States, the provisions of which Dr. Wu Ting Fang in some respect ardently opposed.

Two and a-half million letters and a quarter of a million parcels were despatched by the General Post Office, London, to the men of the British Expeditionary Force in time for the Christmas festivities at the front. People at home responded splendidly to the appeal of the authorities to "post early." No doubt this was due to the desire that the soldier relative at the front should have his Christmas cheered by a parcel of good things and a message of good-will from home.

INITIATIONS

JUST LANDED:

"HIRANO MINERAL
WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER CO.,
LTD., OSAKA.

By appointment to the Imperial Household of Japan, Officially Recommended by the Medical Colleges of the Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE).

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

[18]

A NEW PAINT FOR THE EAST.

"CYGNITE"

(Registered).

"CYGNITE" is a new white paint ready for the brush specially prepared for Tropical climates.

IT is common knowledge among users of White Leads and Zincs that they will not stand outside exposure in hot climates.

"CYGNITE" does not assume that glassy condition of White Zinc or the powdering off effect of White Lead.

"CYGNITE" is ideal for Household or Hospital, Yacht or Bungalow decoration.

Stocked by the manufacturers in handy pots of 7 lbs. nett.

WILKINSON,
HEYWOOD &
CLARK LD.
(HONGKONG BRANCH),
ALEXANDRA BUILDING.

Telephone: 763.

[106-1]

NEW MACAO HOTEL.
NOTICE.

TAKE NOTICE that on and after the 1st day of February, 1915, the Management of the above Hotel will be carried on by L. W. MAK in place of O. C. MOOSA, and all future Correspondence and Orders must be signed by the said L. W. MAK.

NEW MACAO HOTEL,

Macao.

Macao, 1st February, 1915.

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NOTICE OF REMOVAL.

WE have REMOVED our PHILATELIC STORE from Hongkong Hotel Building, Pedder Street, to No. 11A, CAINE ROAD.

GRACA & CO.

Hongkong, 8th February, 1915.

[103]

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[205]

Y E W L E E.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS
AND COMRADORES,

15, LEE YUEN STREET, WEST.

Hongkong, 27th October, 1914.

[104]

WANTED.

LARGE OFFICES, preferably facing Harbour, from June or July. Apply to—

Box No. 29,
Care of "Daily Press" Office,
Hongkong, 29th January, 1915.

[222]

HOUSES TO LET.

TO LET.

THE GROUND FLOOR of No. 6, DES VEX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—**SANBORN & Co., Ltd.**
Hongkong, 10th February, 1915. [272]

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, THE PEAK. From 1st May next.
For further particulars, apply to—**PALMER & TURNER**,
Alexandra Buildings, 3rd Floor.
Hongkong, 30th January, 1915. [223]

TO LET.

ALEXANDRA BUILDINGS,
VEEY CONVENIENT OFFICES
and ROOMS. Including a Fine Commodious
Baths.
Apply—**SECRETARY**,
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [183]

QUEEN'S BUILDING.

TO LET, the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank.
GODOWN, No. 9, Lee House Street.
Apply to—**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, 1st February, 1915. [136]

TO LET.

NO. 168, THE PEAK, "THE KENNELS."
Apply—**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, 1st February, 1915. [84]

TO LET.

FLATS in Humphreys Buildings and
Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.
FOUR-ROOMED HOUSES at Kowloon

Apply to—
**HUMPHREYS ESTATE & FINANCE
Co., Ltd.**
Alexandra Buildings,
Hongkong, 12th November, 1914. [105]

TO LET.

**TWO VERY LARGE and SPACIOUS
GODOWNS**, Marine Lot No. 42, Praya
East. Immediate possession.
Apply—**N. MODY & Co.**
No. 84, Queen's Road Central.
Hongkong, 5th February, 1915. [268]

TO LET.

**NO. 1, NATHAN ROAD, Kowloon (No. 1,
Fairview), from 1st February.**
"BOGATE," Austin Road, Kowloon, from
1st February, 1915.
"BILANDONAN," No. 54, Mount Kallett
Road. 5 Rooms, unfurnished, from 1st March.
No. 2, DES VEX VILLAS, 51, PEAK
(Unfurnished).
No. 7, "MOUNTAIN VIEW," PEAK.
ROOMS, suitable for Offices, on the First
Floor of No. 3, Duddell Street.
No. 22, THE PEAK (No. 2, CAMERON
VILLAS). Furnished.
"BERKENDOA," Furnished, No. 123,
Plantation Road, Peak.
"BEACONSFIELD," Battery Path.
No. 59, THE PEAK (CAMERON VILLAS).
Apply to—**LINSTEAD & DAVIS**,
3rd Floor, Alexandra Buildings,
Hongkong, 15th January, 1915. [43]

TO LET.

NO. 6, "TORRES BUILDINGS"
No. 2, "ROSE TERRACE" (14, Nathan
Road), Kowloon.
Apply to—**SPANISH DOMINICAN
PROSECUTOR.**
Hongkong, 4th February, 1915. [253]

TO LET.

A HOUSE in Kaitford Terrace,
Kowloon.
Apply—**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, 1st February, 1915. [45]

TO LET—From 1st March, 1915.

NOS. 1 and 2, STOCKWELL VILLAS,
Kowloon, with open Tennis Lawn and
Gardens around, at present in the occupation
of the Officers' Mess 40th Pathans.
Apply to—**STEPHENS & WILLSON**,
Solicitors for the Owner.
Hongkong, 3rd February, 1915. [251]

TO LET.

HOUSES in CLIFTON GARDENS,
Conduit Road.
25, WONG-NEI-CHONG ROAD.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.—**THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.**
Hongkong, 5th February, 1915. [38]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply—**A. B. AVASIA**,
Care of E. PADANEY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,
Furnished and newly done up.
Apply—**H. E. POLLOCK**,
Princes Building,
Hongkong, 26th January, 1915. [63]

TO LET.

OFFICES in St. George's Building,
Second Floor, Overlooking Harbour.
Immediate possession.
Apply to—**SHEWAN, TOMES & Co.**
Hongkong, 3rd December, 1914. [39]

ST. PAUL'S COLLEGE.

ANNUAL PRIZE DISTRIBUTION
LAST NIGHT.

The annual prize distribution in connection with St. Paul's College took place at the College last evening, the presentations being made by the Rt. Rev. Bishop of Victoria (Dr. Lander). There was a large attendance of students and friends, who, previous to the distribution of prizes, were entertained with Chinese play, which, together with a short sketch, and a further Chinese play at the conclusion of the distribution, was performed entirely by the students, remarkable histrionic ability being displayed by all the artists.

PRINCIPAL'S REPORT.

The report of the Principal (Rev. A. D. Stewart) was as follows:—
As we bring to a close the sixth year of this school's existence, it is with feelings of deepest thankfulness that we present a report which can record steady progress in each department of the school's activities.

ATTENDANCE.—In spite of the alarm of war, our numbers have remained steady through the year. The largest enrollment at any one time was 232, which is almost exactly the same as last year. Under this heading we may note that of the original handful of boys who entered the school six years ago, there are still eight with us. Of these, Chung Uo Kong has further added to his record of attendance by completing a full six years in which he has not missed a single day. The attendance all through the school has been good. Twenty-five students have not missed a single day throughout the year, and a good number of others have only just failed to attain that record.

EDUCATION.—Steady progress has been made in the work of each class. In several cases there has been marked and rapid advance. The results of the Oxford Local Examinations, held in July, have quite surpassed anything we have achieved before. Of twenty-six candidates who sat for the examination, twenty-three passed. In the Senior Division three out of four passed, two securing Distinction in Chinese. In the Junior Division nine passed out of eleven. Of these, all three candidates who were eligible for Honours obtained Third Class Honours, while four Distinctions in Chinese and one in Religious Knowledge were also secured. In the Preliminary Division, eleven passed, none failing. Special mention should be made of the Distinction in Religious Knowledge. Early in the year an old boy of this College who, with commendable modesty wishes to remain anonymous, offered a prize of \$50 to any student in the College who should secure a Distinction in Religious Knowledge in the forthcoming Oxford Examinations. Ng Ka Kun is indeed to be congratulated, not only on his \$50 prize, but also upon obtaining a distinction which has rarely been won by a Chinese boy in Hongkong. Another boy who did remarkably well was Chan Hing Wa, who was over-age for Honours or Distinctions. Detailed results show that he obtained marks sufficient for Distinction in one section of the Religious Knowledge, in English Text, English History and Chinese. A further success was won by Ma Tsung Cheung, the only student from this school to enter for the Hongkong University Matriculation, who carried off the King Edward Scholarship. In addition to the usual school subjects, we have also had short-hand and type-writing during the past year, which we believe will be of real value to those who are about to go into business.

STAFF.—The results of these examinations are a witness in themselves of the excellent work of the staff, who deserve to be heartily congratulated on the success of their efforts. There have been the usual changes during the year. At midsummer, Mr. Updell left us for work in Canton, and his place has been taken by the Bishop's Chaplain, the Rev. W. T. Featherstone, who has had considerable experience of educational work in England. Another experienced master, Mr. Lam Shui In, has also joined the staff. It is with much regret that we relinquish the services of Mrs. Claxton, who has rendered invaluable help to the school during the 2½ years that she has been on the staff. We are glad to know that the Rev. N. C. Pope will again be able to give some help in the teaching, as he did some two years ago.

PUPIL TEACHERS.—The past year saw us, for the first time, with a Sixth Form. After the summer holidays, several of these joined the staff as pupil teachers. Since then, several more have joined in the same capacity, and are giving invaluable help both in this school and also at our Junior School in Hollywood Road. We now have altogether twelve of our old boys on the staffs of these two schools.

ATHLETICS.—Again this year there have been many successes in this department. Swimming, tennis and volleyball were fully indulged in during the first half of the year. The school aquatic sports were held in July, producing a larger number of entries than ever before. The Championship was easily won by Li Kai Tsung. During the season 32 boys passed the swimming test. We were second in the team race open to all the schools of Hongkong, at the Queen's College Annual Aquatic Sports. Last year we were in for the final of the Schools Football League, and this year we expect the same, as we have so far an unbroken series of successes on the football field.

CHARACTER BUILDING.—In such a school as this, we hold the building up of character to be of first importance, and it is cause for much thankfulness that the efforts made in this direction have not been in vain. There has been an increased willingness and desire to study the Holy Scriptures. A voluntary Bible Class, held on Sunday afternoons, has had an average attendance of over twenty. The Scripture Union has nearly trebled its numbers, having a membership of close upon ninety. A Sunday School, recently started, has about fifty scholars, with five of the senior boys as teachers. In more active directions, too, we can report progress. A small band of the senior boys has been going week by week to a preaching hall in the centre of the city, and they have addressed gatherings of men, often numbering close upon two hundred. Contributions have also been made during the year towards the support of a Foundling Home and country schools.

HOSIERY.—A new venture last year was the opening of a hosiery in Caine Road. It has quite fulfilled our expectations, and has had an average of over twenty boarders since it was opened. Its object is to provide a home, healthy, both physically and morally, for boys who otherwise might find themselves in very undesirable places.

Before closing this Report I wish to express our thanks both to the liberal donor of the \$50 prize, and also to his lordship the Bishop of Victoria for a generous gift of prize books, and also for his kindness in being present to-night to distribute the prizes. The School will re-open on Thursday, February 25th.

PRESENTATION TO MRS. CLAXTON.

Previous to the presentation of prizes a pleasing ceremony took place, when Chan Hing Wa, the head boy of the school, presented Mrs. Claxton, who is about to leave for England, with a silver rose bowl and a basket of silk, together with a beautiful bouquet of roses. The presentation was made on behalf of the scholars, who, said the head boy, much regretted Mrs. Claxton's departure, and hoped that ere long she would return to them with restored health, and once more occupy her position in this College.

DR. WU TING FANG'S ABSENCE.

The Bishop, before presenting the prizes, referred to the fact that Dr. Wu Ting Fang was to have filled his position that evening, but had been unable to do so owing to the fact that the boat which was conveying him to Hongkong had not yet arrived. Dr. Wu Ting Fang was an old St. Paul's College boy, and the Bishop expressed the hope that many other old boys would become equally as eminent as Dr. Wu Ting Fang. Dr. Lander congratulated the C.M.S. on the excellence of the report, and added that the continued success of the college was a standing witness to the great and good work of the Rev. A. D. Stewart, his sister, and brother. He also congratulated the prize-winners and urged those who had not won prizes to work hard and so secure prizes at the next prize-day.

PRIZE LIST.

The list of prize winners was as follows:—
FORM DUCKS.
MIDSUMMER. CHRISTMAS.
Form VI: Li Kai Tsung... Ng Ka Kun.
Form Va: Wong Tai On... Chan Yu Tin.
Form Vb: Ng Ka Wing... Ip Sui Cheung.
Prelim: Chan Yan Tin... Leung Hau Lok (Commercial).

Form IVa: Ip Sui... Wong Yau Sun.
Cheung... Cheung Uo Sui.
(Shall form.)

Form IVb: Liu Wa Sun... Lau Tsun Lam.
Form IIIa: Chiu But... Lung Kam Woo.
Form IIIb: Ho Kau... Leung Kwong Choi.
Form IIIc: Mak Kwok... Kung Sui Uen.

Form IIb: Tsui Cham... Lei Kai To.
Form Ia: Chan Fung... Lei Yan Nam.
Form Ib: Ho Lu Chung... Lee Fu Wing.
Chan Tak Kwong.

SPECIAL PRIZES.—Religious Knowledge: Ng Ka Kun; Six years unbroken attendance: Chung Uo Kong.

LOCAL SPORT.

ROYAL HONGKONG GOLF CLUB.

The Royal Hongkong Golf Club intend holding a Mixed Fouromes Competition under handicap on the Relief Course at Fanning on Monday next, particulars of which will be found in an advertisement in another column.

The Shanghai Challenge Cup will be competed for on the following day, when the main Club-house will be open to ladies for tea.

Entries for the Men's Open Competition to be held on Monday should be sent to Mr. K. M. Cumming, Hon. Secretary, before 6 p.m. to-day.

ASSOCIATION FOOTBALL.

QUEEN'S COLLEGE v. ST. JOSEPH'S COLLEGE.
The St. Joseph's College Football Club will meet the Queen's College F.C. in a League match to-day (Thursday), at 4.30 p.m. sharp, on the H.K. Football Club Ground. The result will have a vital bearing on the championship of the Division II. of the Hongkong League.

UNITED SERVICES LEAGUE.

THE NAVY DEFEAT THE POLICE.

A very strong cross-wind absolutely ruined play in this game on the Naval ground at Happy Valley yesterday. The ball was frolicsome and difficult to control, and as a consequence actual play was very desultory. The leather was out of the ground almost as much as in the arena. Early on the Navy opened the score, Palmer getting a good shot past Swan, and for the greater part of the hour's exchanges the blue-jackets were swarming round the Police goal area. Indifferent shooting, and a good defence, kept them from augmenting their score until well on in the second half, when Swan, after having cleverly negotiated several hot shots, fumbled a comparatively soft shot from Palmer, and the ball trickled over the line. It was extremely hard on Swan, whose display apart from this was absolutely without blemish. Just before the close the Navy were awarded a penalty for "hands," but Hopper shot wide of the posts. In the Police forward line Reynolds, Kelly, and Dick worked extremely hard, without, however, greatly extending Fenimore and his colleagues, while in defence Gardner, Cave, Grimmett, and Edwards shone. Sergt. Wilson refereed.

SATURDAY'S CRICKET.

C.S.C. v. UNIVERSITY.

The following will represent the Civil Service against the University, on the C.S.C. Ground, at 2 p.m., on Saturday:—
R. E. O. Bird (Captain), Hon. Mr. C. D. Severn, C. D. Martyn, R. G. Witherell, E. W. Dawson, C. J. Tacchi, E. B. Root, P. T. Lumley, R. C. Barlow, W. Hall, and E. A. Wood.
Reserves: W. H. Edmonds, W. B. Bradbury, and F. Hall.
Umpire: W. H. Woolley; scorer, W. F. Fincher.

ROYAL HONGKONG YACHT CLUB.

The sixth Club Championship Races for the Handicap and One Design Class were sailed off on Saturday last:—

HANDICAP CLASS.
Course:—North Fairway Buoy (S), Trocas Rock (S), Channel Rock (S). Distance 11½ miles:—

Names.	Course.	Time.
Dione	Scratch	4 40 49
La Linda	3 50	4 43 59
Tolla	3 50	4 47 22
Kathleen	7 40	4 54 27
Colleen	7 40	4 59 20
Dorothea	13 25	4 53 14
Ayesha	13 25	D.N.S.

Names.	Course.	Time.
(1) Dorothea	8	29
(2) La Linda	6	34
(3) Dione	5	37
(4) Colleen	4	30
(5) Tolla	3	11
(6) Kathleen	2	18
(7) Ayesha	0	13

ONE DESIGN CLASS.
Course: Trocas Rock (P), North Fairway Buoy (P). Distance 8.45 miles:—

Names.	Course.	Time.
Ailsa	Scratch	4 44 03
Allanah	1	4 49 40
Daphne	1	4 52 37
Bonita	1	D.N.S.
Halecyon	1	D.N.S.

The third Championship race was sailed off on Sunday last over the following course:—Trocas Rock (P), North Fairway Buoy (P), Trocas Rock (S), Channel Rock (S). Distance 13.2 miles:—

Names.	Course.	Time.
Miranda	Scratch	12 43 22
Queen Bee	1	D.N.S.
Snipe	1	12 42 44
Devon	13 12	D.N.S.
Irene	13 12	D.N.S.
Erin	13 12	1 29 2
Iris	13 12	D.N.S.
Scotsgarden	19 48	12 49 52
Dorothy II.	19 48	1 40 12 49 52
Tuttan	52 48	D.N.S.
Flora	59 24	Time not taken.

Names.	Course.	Time.
(1) Scotsgarden	12	29
(2) Dorothy II.	9	16
(3) Oenone	8	24
(4) Miranda	7	17
(5) Erin	6	18
(6) Flora	0	21
Queen Bee	0	9
Irene	0	9
Iris	0	0
Tuttan	0	0
Snipe	0	0

FITURES.

The following are the courses arranged for the remaining Club Championship races to be sailed in connection with the above Club:—

HANDICAP CLASS.
Seventh race to be sailed on 20th February, 1915. Trocas Rock (S), Kowloon Rock (S), Channel Rock (S). Distance 10½ miles.

Eighth race to be sailed on 6th March, 1915. Lyceum Beacon (P), Kowloon Rock (P), Lyceum Beacon (S). Distance 9.2 miles.

Ninth race to be sailed on 20th March, 1915. Datum Rock (P). Distance 14.5 miles. (Subject to alteration.)

ONE DESIGN CLASS.
Seventh race to be sailed on 20th February, 1915. Kowloon Rock (P), North Fairway Buoy (P). Distance 9 miles.

Eighth race to be sailed on 6th March 1915. Mark Buoy Quarry Bay (P), Channel Rock (P), Kowloon Rock (P), Channel Rock (S), Mark Buoy Quarry Bay (S). Distance 7.16 miles.

Ninth race to be sailed on 20th March, 1915. North Fairway Buoy (S), Kowloon Rock (S), Channel Rock (S). Distance 10.1 miles.

CRUISER CLASS.
Fourth race to be sailed on 21st February, 1915. Hongkong Island (S). Distance 24 miles. (Subject to approval of authorities concerned.)
Fifth race to be sailed on 14th March, 1915. Bokhara Rock Buoy (P), Mark Boat off the old Fan-Ta-Chau Customs Station, Junk Bay (P). Distance 15.5 miles. (Subject to approval of authorities concerned.)

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—
N. J. Stabb \$25
H. M. H. Nemejee 25
Wilkinson & Grist 25
Wilkinson, Heywood & Clark 25
H. Wicking & Co. 25
Shewan, Tomes & Co. 25
U. Rumjahn & Co. 25
Palmer & Turner 25
Hon. Mr. H. E. Pollock, K.C. 25
Leigh & Orange 15
Ellis Kadoorie 10
W. Mody & Co. 10
P. & O. S. N. Co. 10
Cawajee Palanjee & Co. 25
S. J. David & Co. 25
Deacon, Looker, Deacon & Harston 25
Dodwell & Co. 25
Dennys & Bowley 25
Douglas S. S. Co. 25
Gande, Price & Co. 25
Gilman & Co. 25

The German steamer *Dada*, interned by the United States, has been bought by an American citizen and is now loading with cotton for Bremen. It is expected that she will be captured and brought before the Prize Court, whose decision will be most important, as the whole decision of the transfer of other German liners to neutrals will thereby be raised.

INTIMATIONS

LANE, CRAWFORD & Co.
(TELEPHONE 1741-1742.)

SOLE AGENTS FOR THE CELEBRATED.

LINCOLN, BENNETT HATS.

ALL
SIZES

6

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BRIMS

2 INCH.

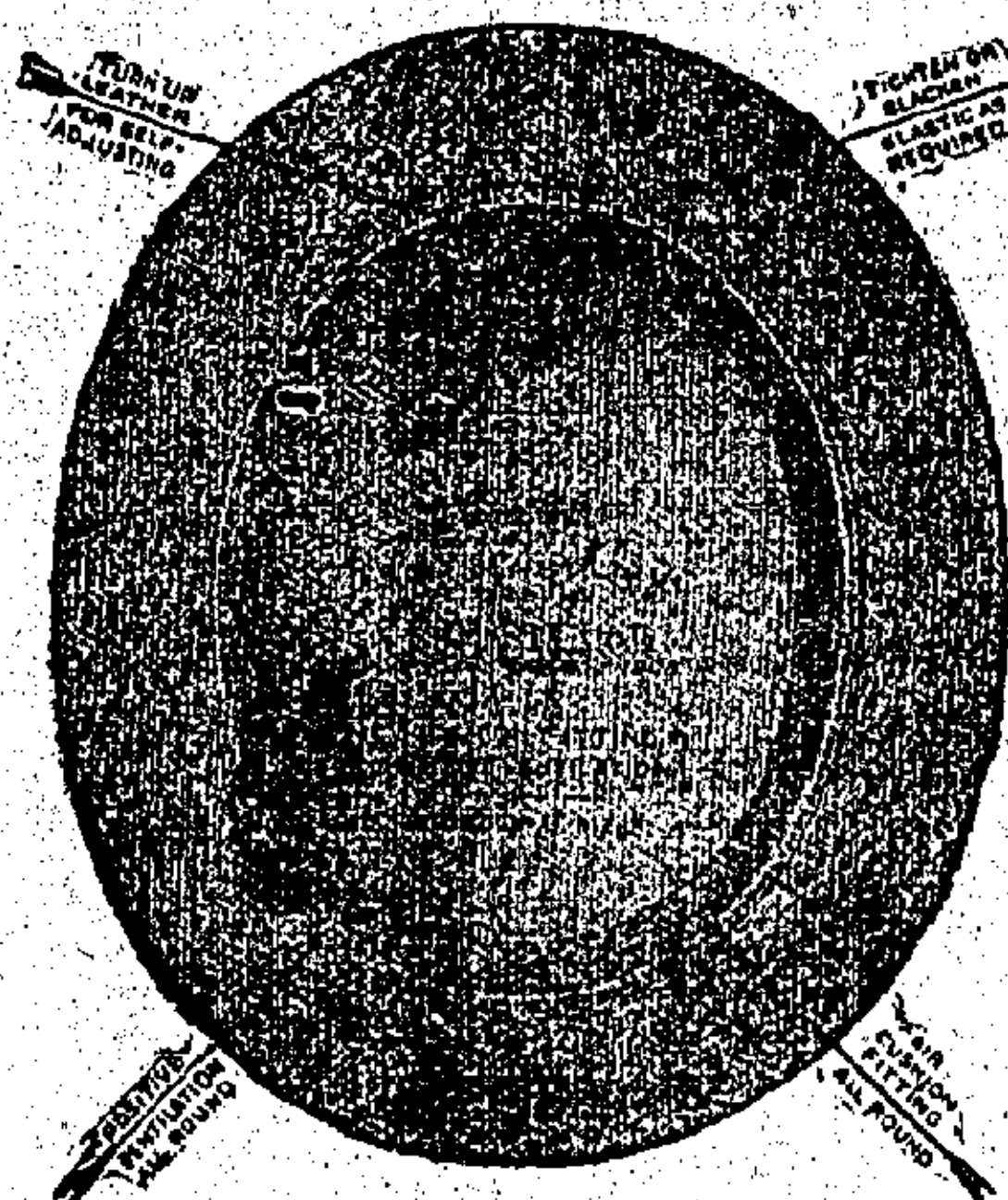
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WIDE.



THE LATEST SHAPES IN

STRAW HATS

\$3.00, \$3.50, \$4.00, \$4.50

LANE, CRAWFORD & CO.

REMINGTON JUNIOR.

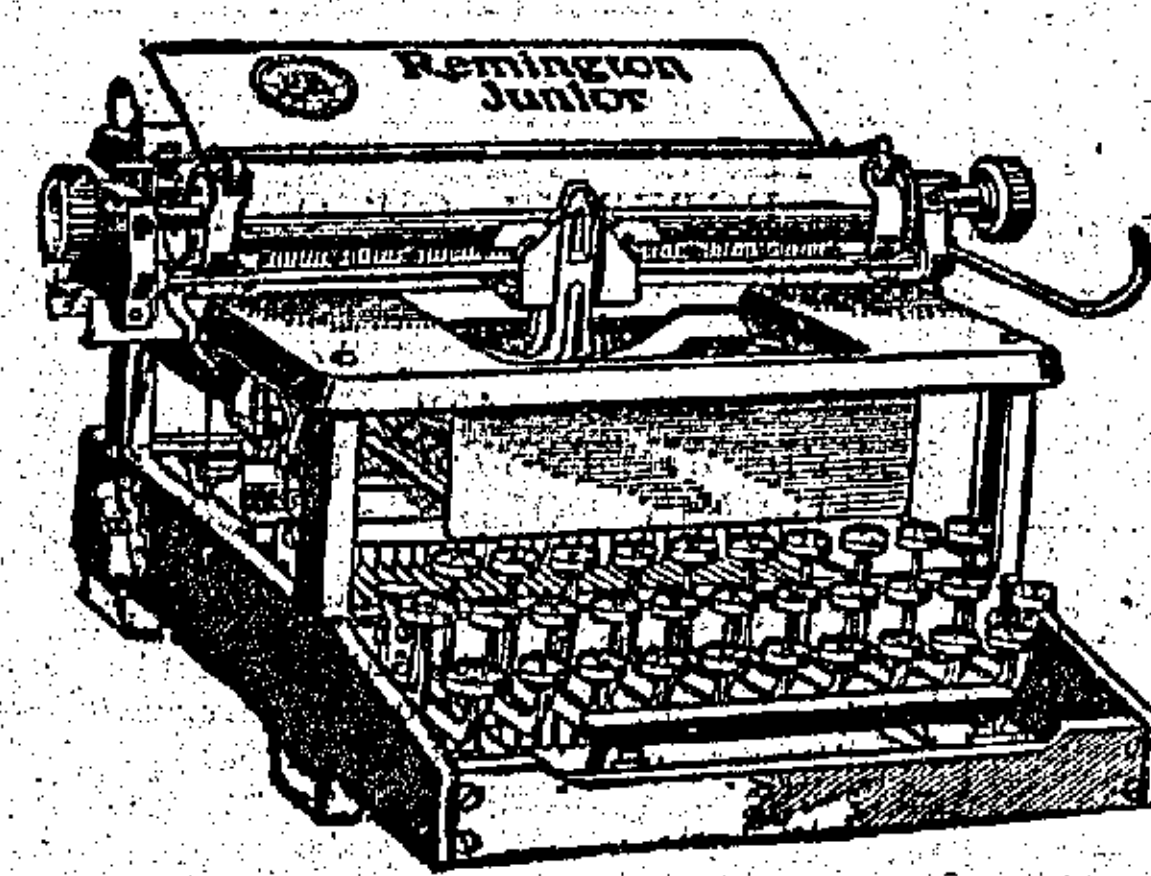
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS,
DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN,
Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper-feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.
(INCORPORATED), NEW YORK

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [50]

NOTICE.

WE HAVE BEEN APPOINTED
SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY
CO., LTD.

MOJI, JAPAN.

This is an Excellent Beer
and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,
WINE AND SPIRIT MERCHANTS.

TEL. 635.



Hongkong, 30th November, 1914. [49]

NEW ADVERTISEMENTS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY and TUESDAY, the 15th and 16th instant.

THE ROYAL HONGKONG GOLF CLUB.

MIXED FOURSOMES COMPETITION.

ON the afternoon of MONDAY, 15th inst., a MIXED FOURSOMES COMPETITION under handicap will be held over the Relief Course at Fan Ling. Entrance Fee: \$2.00 each couple.

Conditions: 18 Holes (i.e., 2 consecutive rounds of 9 holes) Medal Play. Competitors must arrange their own partners and opponents, and may start out on 18 holes when they wish, but not before 11 a.m. The competition rounds, however, need not necessarily be the first rounds of the day. Competitors, before starting out, must obtain a numbered scoring Card, and must enter their names in the special book which will be provided for the purpose, against the number of the card taken.

The cards and book will be found in the Ladies' Club-house. Competitors are reminded that competition is over the Relief Course, which will be reserved for competitors after 12.30 p.m. on Monday.

It is expected that the last couple in the Men's Open competition on the same day, will finish by 1.30 p.m.

K. M. CUMMING,
Hon. Secretary.

Hongkong, 11th February, 1915. [278]

THE ROYAL HONGKONG GOLF CLUB.

SHANGHAI CHALLENGE CUP.

THE main Club-house will be open to Ladies for Tea on Tuesday, 16th inst., the day of the competition for the above Cup.

K. M. CUMMING,
Hon. Secretary.

Hongkong, 11th February, 1915. [279]

CONCERT

IN AID OF

LADY LUGARD'S
BELGIAN REFUGEES' FUND.

By the Pupils of the
MUSIC CLASS OF THE ITALIAN
CONVENT.
To be held at
THE CONVENT, CAINE ROAD.

on
MONDAY AND TUESDAY,
15th and 16th Feb., 1915,
Commencing each evening at 8 o'clock.

Admission (by Ticket) \$1.

CHILDREN'S AFTERNOON

SATURDAY, 13th FEBRUARY, 1915,
Commencing at 4 o'clock.

Entrance: 20 Cents.

Hongkong, 8th February, 1915.

HONGKONG HORTICULTURAL
SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE
SHOW will be held on the 4th and
5th March, in the Botanic Gardens.
Intending Exhibitors should send their entry
forms to the Hon. Secretary not later than 25th
February. Copies of Rules and Schedules may
be obtained from the Hon. Secretary.

F. HOWELL,
Secretary.

10, Des Voeux Road Central,
Hongkong, 9th February, 1915. [267]

RACE BOOKS.

THE only Authorized Edition of the RACE
BOOK is that Published by Messrs.
NORONHA & Co., WHICH IS COPYRIGHT
UNDER THE ACT OF 1911.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 6th February, 1915. [265]

RACE BOOKS 1915.

Leather-Covered \$2.00
Cloth-Covered 1.75
Paper-Covered 1.00
May be had from NORONHA & Co.
(Printers to the HONGKONG JOCKEY CLUB).

KELLY & WALSH, LTD.
BREWERS & Co.

Hongkong, 6th February, 1915. [266]

PUBLIC AUCTION.

FOR THE BENEFIT OF THE PRINCE
OF WALES' NATIONAL RELIEF
FUND, AND OTHER CHARITABLE
PURPOSES.

THE Undersigned have received instructions
to sell by Public Auction
(For Account of the CONCERNED),
On THURSDAY,

the 18th February, 1915, at 3 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
Corner of Ice House Street.

A 40 H.P. FOUR-CYLINDER
LIMOUSINE CAR,
Built by STODDARD DAYTON,
Seating accommodation for Six Passengers,
in Perfect Running Order.

On View at the Garage of the Dragon Cycle
Co.
Inspecting Orders will be issued by the
Undersigned.

TERMS—Cash.

HUGHES & ROUGH,
Auctioneers.

Hongkong, 8th February, 1915. [268]

PUBLIC COMPANY

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that
the ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY HALL,
Hongkong, on SATURDAY, the 20th day of
February, 1915, at Noon, for the purpose of
receiving the Report of the Court of Directors
together with a Statement of Accounts to 31st
December, 1914.

The REGISTER of SHARES of the
Corporation will be CLOSED on MONDAY,
the 8th February, to SATURDAY, the 20th
February, 1915 (both days inclusive), during
which period no Transfer of Shares can be
Registered.

By Order of the Court of Directors,
N. J. STABBE,
Chief Manager.

Hongkong, 3rd February, 1915. [249]

NOTICES OF FIRMS

NOTICE.

THE EAST INDIA SEA AND FIRE
INSURANCE COMPANY.

WE HAVE taken over the Agency of the
above Company in Hongkong and are
now prepared to grant FIRE and MARINE
policies of Insurance at Current Rates.
THE CHINA COMMERCIAL CO.,
3, Duddell Street.

Hongkong, 10th January, 1915. [179]

NOTICE.

L'UNION FIRE INSURANCE CO., LTD.,
OF PARIS.

WE HAVE taken over the Agency of the
above Company formerly held by
Messrs. STREMSSEN & Co., and are prepared to
ACCEPT RISKS from this date.
CREDIT FONCIER D'EXTREME-
ORIENT.
Prince's Buildings.

Hongkong, 20th January, 1915. [181]

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN to the
Public that the FIRST REPAYMENT
of PRINCIPAL of the 2% NANKING
MILITARY BONDS will be made on the
22nd of FEBRUARY, 1915. In pursuance of
the Regulations of the said Loan, only
One-Fifth of the total outstanding Bonds
recognised by this Ministry as valid will be
drawn on the above date, aggregating to the
amount of \$1,150,000. The drawing will take
place at the BANK OF CHINA, Peking.
MINISTRY OF FINANCE.

[248]

THE NATIONAL LOAN OF THE
THIRD YEAR OF THE
REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS
(\$16,000,000.)

AND
SUPPLEMENTARY ISSUE OF EIGHT
MILLION DOLLARS (\$8,000,000.)

NOTICE IS HEREBY GIVEN to
Subscribers that arrangements have
been made by the Chinese Government to
head to the Undersigned each month the sum
of Dollars One Hundred and Twenty Thousand
(\$120,000) from the revenue assigned under the
Loan Regulations to the service of these loans.
Loan Service Accounts have been opened in the
name of the Undersigned with the Bank of
China and the Bank of Communications, into
which these monthly instalments of interest
will be paid as received, and these accounts will
be drawn on to meet the half-yearly interest
Coupons payable through the intermediary of
the above-named Banks.

The first interest instalment for the month
of January has been duly received and brought to
account.
SUBSCRIBERS to the Supplementary
Issue of Eight Million Dollars (\$8,000,000) are
further notified that in accordance with Article
II. of the Loan Regulations the full amount of
Dollars Four Hundred and Eighty Thousand
(\$480,000), being the amount of interest on the
loan for one year, has been duly raised by the
Ministry of Finance and the Ministry of
Communications and has been placed on fixed
deposit in the name of the undersigned with
the Bank of China and the Bank of Communications,
a permanent guarantee for the interest on the loan.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau
of National Loans.
Inspectors' General of Customs,
Peking, 27th January, 1915. [262]

SOLIGNUM

FOR

WOOD WORK, BRICK WORK,
ETC.

Absolute death to the White Ant.

Manufactured by

MAJOR & Co., HULL.

Supplied in

BROWN, RED AND GREEN COLOURS

OF VARIOUS SHADES.

Sole Agents:—

THE CHINA IMPORT AND
EXPORT LUMBER CO., LTD.

Telephone 1710.

Hongkong, 21st January, 1915. [182]

INTIMATION

A. S. WATSON
& CO., LTD.

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
A. SUPERIOR PALE ...	\$30.40	\$2.65
UPERIOR OLD COGNAC ...	33.70	2.90
WATSON'S COGNAC ...	34.50	3.00
WATSON'S COGNAC Half bottles 2 doz.	37.00	1.60
C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC ...	46.90	4.05
BOUTELLEAU'S CHAMPAGNE LIQUEUR ...	52.40	4.55
E. FINEST OLD BROWN BRANDY ...	53.50	4.55
MARIE BRIZARD and ROGER'S FINE PALE COGNAC ...	31.50	2.65
S. V. F. V. O. COGNAC	79.70	6.85
V. O. L. 60 Years Old ...	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old ...	167.50	13.15

* These Brandy bottled by
ourselves are guaranteed Grape
Spirit and of Pot Still Distillation.

A. S. WATSON & CO.,

LIMITED,

HONGKONG AND CHINA.

[13]

AGRADECIMENTO.

Os filhos, nora, irmãos, cunhadas e sobrinhas
do falecido JOSE MARIA S. XAVIER, profunda-
mente reconhecendo, agradecem a todos, que na
sua transição de vida, vieram tomar parte com
manifestações de dedicação e simpatia, logo que
vieram a infante notícia de prematura morte
do saudoso finado, bem assim aos que enviaram
genuínas e acompanharam os restos mortais a
sepultura. Agradeço, outrossim, ao Sr. Dr.
Dalmacyo Allan pela sua prompta assistência.

Hongkong, 11 de Fevereiro de 1915. [275]

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 11TH, 1915.

THE CAMPAIGN OF
"FRIGHTFULNESS."

DESPITE Lord Roberts' parting injunction
to us not to lend too credulous an ear to
the reports of German atrocities, in view
of the unfounded charges of a similar
character that were levelled against our
own troops during the South African
campaign, the ever-increasing mass of
carefully-sifted evidence that is
accumulating against our enemies leaves
us little opportunity of giving rein to
generous sentiments. At the outset of
hostilities, there were many of us willing
and anxious to believe that the stories of
inhuman conduct which were in circulation
owed their existence, in part, to heated
imagination, and, in part, to the isolated
actions of the black sheep that will always
be found in every flock. We remembered
all that Germany had stood for in the
realms of art and science and industry;
we recalled with feelings of pleasure the
many excellent Germans that we had met
in social and commercial intercourse; and
we asked ourselves, not unnaturally,
whether a nation could be changed in a
moment, as though by the spell of an evil
genius, from a community occupying a
proud position in the van of civilisation
into a horde of savages? We hesitated to
admit the possibility, and we rejected the
probability. But the orgy of outrage that
followed the invasion of Belgium and
Northern France, where innocent non-
combatants were subjected to nameless
brutalities, and sacred relics of antiquity
were ruthlessly battered to the ground;
the disgraceful treatment meted out to
Ambassadors, officials, and private

individuals of the Allied nations, who
were surprised on German soil when war
was declared; the senseless and shameful
massacre of peaceful people, living in
unfortified towns on the East Coast of
Great Britain; the dropping of bombs
from airships and aeroplanes without any
military justification; the sowing of mines
in the highways of commerce; to the
danger even of neutral shipping; and the
torpedoing of merchant vessels and
hospital ships—the commission of these
crimes, which are attested beyond the
possibility of question, compels the most
impartial observer, however reluctantly,
to recast his ideas. Comparatively few
of us know much by personal experience of
the mass of the German peoples who have
never left the Fatherland, and we have thus
fallen into the mistake of endowing them
with the qualities of their better-educated
fellow-countrymen, whose mental horizon
has been widened by travel, and whose
prejudices have been smoothed down by
contact with other nationalities. The
pernicious teachings of BERNHARDI,
NIEZSCHKE, and TREITSCHKE, and their
pestiferous school, have prepared the public
mind for any excesses committed by
Germany in the present war by represent-
ing them as not merely excusable but
laudable, and the lesson appears to have
been well learned by all classes of Society
—ranging from the Supreme Head of the
State down to the humblest soldier. But
while we can no longer cajole ourselves
into the belief that the Kaiser's subjects
are unwilling agents of his Imperial will
in carrying out the policy of "fright-
fulness" that has been undertaken
deliberately and of malice aforethought,
we are still obliged to place the chief
guilt upon the shoulders of the governing
classes, by whose orders International Law
and the laws of humanity have been alike
flouted. In thinking, however, to crush
resistance to their will by acts of ferocity
that carry us back for their counterpart
to the days of ATILIA and his Huns, those
directing the destinies of Germany have
shown themselves as hopelessly mistaken
as they were in their estimate of the
material forces that would be arrayed
against them. Belgium, they argued, was
too weak to offer resistance, and the
British Empire was so torn with dissen-
sion and disaffection in Ireland, India,
Egypt, and South Africa that her
embarrassed Statesmen, subservient to the
will of her degenerate people, would
eagerly clutch at any excuse for keeping
out of the fray. To their dismay and sur-
prise, they have discovered that those whom
they despised have been the very agents
to frustrate their plans. It was the
heroic resistance of Belgium that held
back the German advance until France
and Great Britain had time to take the
field, and it was the menace from outside
that closed the British ranks within; and
so, the attempt to paralyse their enemies
with fear by displays of barbarity,
instead of producing the effects desired,
have inspired the troops of the Allies with
the feeling that they are not merely
waging a political war, but are engaged
in a Holy Crusade to free humanity from
the curse of military despotism and all
that it implies. The moral effect of this
conviction is worth many battalions, and
will ultimately prove the rock upon which
German aspirations will be shattered.

A mail for Europe via Siberia closes
to-day at 3 p.m.

The Hon. Mr. A. M. Thomson, Colonial
Treasurer of Hongkong, is expected to
return to the Colony on the 16th inst.

Fifty golden sovereigns were tendered
to the sheriff at the Magistracy yesterday
by a Chinese who had just returned from
America in payment of a fine of \$500,
imposed on him by the Magistrate for
being in unlawful possession of a rifle and
250 rounds of ammunition, which were
secreted in the bottom of a trunk.

A public subscription is being raised in
Dumfriesshire to present a bed (or two
beds) to the King George Red Cross
Hospital in London, to be named after
Mrs. David Bell-Irving as a token of
sympathy in the terrible calamity which
befel her in the bombardment of Scar-
borough and in token of admiration for
the heroic bearing she displayed. It is
reported that Mrs. Bell-Irving, when
grievously wounded, displayed splendid
courage and fortitude in urging the
bystanders to be calm, and in directing
how first-aid should be applied to her
sister, who was severely wounded at the
same time. Mrs. Bell-Irving is one of the
pioneers of Red Cross work in Dumfriess-
shire; she raised the Women's Voluntary
Aid Detachment in Middlebie, and, besides
being its commandant, was hon. secretary
for that division of the county.

WEDDING AT KOWLOON.

DAVISON-ROBERTSON.

A very pretty wedding was solemnised
yesterday at St. Andrew's Church, Kow-
loon, when Miss Bertha Ellen Robertson,
elder daughter of Major T. A. Robertson,
A. O. Dept., and Mrs. Robertson, was
married to Mr. William James Davison,
R.N., Assistant Paymaster on H.M.S.
Rosario, eldest son of Mr. W. R. Davison,
of Southsea, England.

The bride, who was given away by
her father, was charmingly attired in a
gown of white satin crepe, with an over-
skirt of Chantilly lace, trimmed with
orange blossoms. She also wore an old
lace veil, and carried a sheaf of flowers.

There was one bridesmaid (Miss
Dorothy Robertson, sister of the bride),
and two train-bearers (Miss Sylvia
Constance Currie and Master Thomas
Alex. Pearce). The bridesmaid's dress
was of pale pink French crepe de chine,
and she also wore a black satin hat
trimmed with trails of pink roses and
forget-me-nots. Miss Robertson also
carried a bouquet of pink roses. Miss
Currie's dress consisted of white muslin,
and she wore a satin hat, and little
Master Pearce was attired as a sailor.

Lieut. R. J. Pulleyne, R.N., of H.M.S.
Rosario, acted as "best man," and the
ceremony was performed by the Rev. N.
C. Pope, M.A.

After the ceremony, a number of blue-
jackets from the Rosario pulled the newly-
married couple in a motor-car from the
Church to Woodbury, the residence of
Major and Mrs. Robertson, where a
largely-attended reception was held. The
honeymoon is being spent at Taipo, where
a bungalow has been lent by Mr. and Mrs.
Bruce Shepherd. The bride's going-
away dress was of old rose satin
chambray, and she also wore a white
satin hat, with an underlining of black
velvet, with trimmings of large velvet
panies.

The bridegroom's gifts to the bridesmaid
and Miss Currie were gold and pearl
brooches, and the sailor train-bearer was
presented with a boatswain's silver
whistle.

Both the bride and bridegroom are very
well known locally.

AT THE MAGISTRACY.

EUROPEAN SEAMAN SENT TO
PRISON.

At the Magistracy yesterday, Mr. F. A.
Hazelard fined a seaman named George
Ross, an absentee from the Drumcliff, \$5
or fourteen days, for being drunk and in-
capable.

Inspector Gordon said that the defend-
ant was a "waster," and it was desired
that he should be kept in prison until the
ship left the Colony, probably next
week, otherwise he would become a
nuisance to the Colony.

Defendant asked how he could be expect-
ed to work on the ship when he was the only
European in the fore-cabin, all the others
being Japanese. She was a good ship, and
had a good Captain, but she was full of
Japanese.

The Magistrate said he could not discuss
that matter with the defendant. Defen-
dant had signed the articles.

COST OF FLOUR.

Mr. T. W. Hornby, of Messrs. Wright
& Hornby, gave evidence at the Summary
Court yesterday in an action brought by
two Chinese firms of flour dealers, concern-
ing the price of flour on the 27th Novem-
ber. Mr. Hornby told the Puisse Judge
that he could have bought Crescent flour
in Hongkong at the end of November at
\$2.41 a bag f.o.b. His firm bought flour
in Portland for the Hongkong Flour
Guild, and the guild sold to the Chinese
dealers, but when his firm wanted flour
for the coast ports they re-purchased it
from the guild. Six thousand bags were
shipped in a German steamer, but when
war broke out the ship was stopped at
Seattle and the flour put in godowns and
subsequently transhipped. The original
price was \$2.00 a bag, but this tranship-
ment brought the price up to the extent of
30 cents a bag. He was quite convinced
that the plaintiffs could have procured
the flour they needed at \$2.39 a bag if
they had bought from the guild. There
was a subsequent shipment of 2,000 bags
by a Japanese steamer to the guild, which
had plenty of flour left. There would
have been nothing extra to pay through
the war.

Judgment was given for the plaintiffs
for the amount (\$155) paid into Court,
and the following order was made as to
costs: Defendants to pay them up to the
time of their payment into court; subse-
quent costs to be paid by the plaintiffs.

Mr. P. S. Dixon (Messrs. Wilkinson &
Grist) was for the plaintiffs (Li On firm,
of Wing Lok Street), and Mr. W. B. Hind
was for the defendants (Fung On Hong
firm, of Bouham Strand).

CORRESPONDENCE.

THE CURRENCY QUESTION.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—If any or many people at
Home who speak of a "Chinese Puzzle"
as something extraordinarily perplexing
without ever having seen one were to ask
me to furnish them with an example, I
should unhesitatingly point to the cur-
rency question in Hongkong.

We are told that the legal currency of
the Colony is the silver dollar and that it
is worth 100 cents. Yet we find that, in
fact, it is really worth 107 or 108 cents in
subsidiary coinage, and, notwithstanding
this, everybody looks askance at it.

Again, though the whole is not only
greater than its part, as Euclid said, but
greater than all its parts combined, it is
less substantial than its own shadow. In
other words, though worth 107 or 108
cents, it is at a discount of ten per cent.,
as compared with a banker's promise to
pay it over whenever requested to do so.
We have all heard with pride of the
Briton's high reputation for honesty, and
the valuable national asset which that
constitutes, but surely it has never attained
elsewhere such lofty altitudes as this.
The Bank of England is a shandy institu-
tion by comparison with our local banks.

Unfortunately, our racial pride on this
occasion has to be indulged at the cost of
our pockets, as everybody is eager to pay
us the delicate compliment of meeting our
claims in coin and accepting payment from
us in paper, and the banks, not un-
naturally, encourage them in this
course by showing a very marked preference
for their own promises.

May not this phenomenon help us in the
discussion of the vexed question as to the
practicability of introducing a dollar of
fixed value? All money, of course, is but
a token; intrinsically, it is of little or no
value, except for ornamental purposes,
than a used postage-stamp, as a wanderer
in the desert discovers when he tries to
slake his thirst with it. For purely local
purposes it can be made of anything that
is not easy of unauthorised imitation,
though for international purposes it is
necessary that it should consist of some-
thing which at least has agreed to regard
as representing in itself the value it
expresses. Now if we can invest "scraps
of paper" with fancy values out of pro-
portion not only to their own intrinsic
worth but also in excess of the bullion
which they purport to represent, why
cannot we do the same with the silver
dollar? If the Colonial Government were
to undertake to redeem its own dollars
at the rate of (say) ten to the
British sovereign, on demand, as other
Governments do with their note issues,
would not that solve the question? It is
time that some attempt was made to
straighten out the tangle.

That the intrinsic value of coins is not
the determining factor in questions of
this sort is proved by experience in
connection with the subsidiary coinage.
When these, about seven years ago, went
to a discount of 5 per cent., the Govern-
ment, in the hope of restoring parity, de-
clared Chinese subsidiary coinage to be
illegal tender in the Colony and later pro-
hibited by law its circulation. Yet
despite the elimination of this foreign
coinage and the purchase of large quan-
ties of their own subsidiary coinage by
the Hongkong Government, in order to
reduce the quantity in circulation, we find
that the net result is not a rise but a drop
of 2 or 3 per cent. in the value of the coin.

—Yours faithfully,

PERPLEXED.

HONGKONG POLICE FORCE.

PRESENTATION OF MUSKETRY
PRIZES.

There was a large parade of European
and Indian Police in the compound of the
Central Station yesterday, when the Cap-
tain Superintendent of Police (Hon. Mr.
McL. Messer) presented successful rifle
and revolver shots with rewards won in
the annual musketry course.

This ceremony was preceded by presenta-
tions of a second-class medal and farewell
gifts to Jemadar Lal Singh, who is re-
turning from the Force after 25 years' service.
In making the presentation, the CAPTAIN
SUPERINTENDENT paid a warm tribute to
the services rendered by the Jemadar. He
was four years a Sergt.-Major, and had
held the position of Jemadar for 13 years.
He went with the Indian contingent to
the Diamond Jubilee of Queen Victoria in
London and was there chosen as the inter-
preter for all the Indians in the Eastern
Colonies. During the whole time he had
been in the Police Force he had done his
duty in an exemplary manner and the
Government were very thankful for those
services. While they regretted his depar-
ture, they hoped that he would long be
spared to enjoy his well-earned pension in
his native land.

The medal, inscribed "for merit" was
then pinned upon the breast of the Jema-
dar. On behalf of the officers, the Jema-
dar Superintendent presented the Jema-
dar with a silver-mounted walking stick;
a silver drinking cup on behalf of the
Inspectors, and a walking stick and a
snake ring on behalf of the Indian detach-
ment.

Winners of musketry prizes are
appended:—

THE WAR.

GERMANS TIRED OF WAR.

SOCIALIST DEPUTY'S ASSERTION.

UNPRECEDENTED BAYONET FIGHTING.

GERMAN LOSSES "EXCESSIVELY SERIOUS."

UNANIMITY OF THE ALLIES.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE BATTLE OF POLAND.

GERMANS LOSE TENS OF THOUSANDS.

LONDON, February 10th.
5.15 a.m.

A Petrograd communiqué states that the Germans, who have been gradually concentrating fresh troops in East Prussia, took a strong offensive on the 7th inst. on the front formed by Horzele and Johannsburg, delivering simultaneous attacks on two wings, namely, in the district of Lasdehnen and the Rypin railways. We repulsed the former, almost exterminating a battalion, and our cavalry, after the latter attack, concentrated towards Serpetz.

The enemy undertook no active operations on the left bank of the Vistula on the 8th inst.

Judging from the abandoned corpses, they apparently lost tens of thousands during the six days of the attacks on Borjinnoff, Goumine, and Voliaschidowska.

UNPRECEDENTED BAYONET FIGHTING.

LONDON, February 10th.
5.15 a.m.

A Petrograd communiqué says:— Fighting in the Carpathians continues in the region of Bartfeld and Svidnik. The enemy attempted to attack, but retired, being unable to support the fierceness of the fighting, and abandoned their prisoners.

Our offensive in the Lupkow Pass in the Carpathians continued. During the 8th inst. we captured 5,360 prisoners, with 18 mitrailleuses.

German columns, having crossed the Tukholka Pass, delivered on the 7th inst. the region of Kozimoka, advancing in 22 violent attacks against the heights in massed formations several ranks deep. The enemy, under our violent cross-fire, twice captured one of the heights, but were dislodged by a counter-attack by our infantry, after prolonged bayonet fighting of a nature unprecedented in history. The enemy's losses were excessively serious.

The enemy's attacks in the direction of Wyschkowo were also repulsed.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIGHTING IN A WOOD.

LONDON, February 9th.
5.35 p.m.

To-day's Paris communiqué states that the Germans bombarded Ypres, and that Belgian artillery destroyed a farm, the Germans fleeing.

We occupied a mill at Bethune on the La Bassée road, where the enemy had been installed.

Soissons has been bombarded by incendiary projectiles.

The struggle at Bagatelle developed in one of the thickest parts of the wood, and consequently the fighting was of a confused character.

The respective fronts, as a whole, have been maintained.

The forces engaged on Sunday did not exceed four battalions on each side, and yesterday there was only one.

Elsewhere there have been artillery engagements.

A semi-official note adds that between the Oise and the Aisne our artillery felled a Taube aeroplane, which landed ablaze in the German lines.

LONDON, February 10th.
12.50 a.m.

The Paris evening official statement says:—

Nothing important has been reported. We blew up a mine gallery where the enemy were working in front of Fay south-west of Peronne.

GENERAL.

[THROUGH REUTER'S AGENCY.]

PRUSSIAN DIET RE-OPENED. SOCIALIST DECLARES ALL PEOPLE TIRED OF WAR.

LONDON, February 9th.

For the re-opening of the Prussian Diet, there was a crowded attendance.

A Socialist member, Herr Hirsch, demanded a reform policy for workmen, and declared that the termination of the war was demanded by all peoples.

A Conservative then appealed for unity, whereupon the Socialist leader, Dr. Liebknecht, interrupted with the remark: "You have no right to speak in the name of the people."

Great commotion followed.

RE-OPENING OF THE DUMA. CHEERS FOR THE ALLIES.

LONDON, February 9th.

The Russian Duma was re-opened this afternoon amid brilliant scenes. The whole assembly rose repeatedly and cheered for the Tsar and sang the National Anthem. The President delivered a patriotic speech and all his references to the Allies were loudly cheered. Representatives of the Allies who were present were given ovations.

LONDON, February 10th.
6.10 a.m.

The Premier, M. Goremykin, said that the Russian people were now absolutely convinced of our final triumph. The Premier said that Russia had not yet exerted her full strength.

M. Sazonoff, the Foreign Secretary, dwelt on the unanimity of the Allies, which, he said, would continue till victory was assured. He emphasised the cordiality of Russia's relations with Greece and Roumania, and referred to the fact that the public opinion of non-combatant countries whose interests were on the side of the Entente had been already pronounced in favour of embracing the cause of Russia and the Allies, but it was for their Governments alone to take the final decision, and not miss the opportunity of realising their national aspirations.

M. Sazonoff said that the relations between Great Britain and Russia in regard to Persia were more cordial than ever. He paid a tribute to the co-operation of Japan, whose relations with China were not contrary to Russian interests. The Minister said he hoped shortly to announce the conclusion of a triple Russo-Chinese-Mongolian Treaty.

In the course of the proceedings the members frequently cheered the British, French, and Japanese Ambassadors, who were in the Gallery.

IRONY OF FATE.

GERMANS REPORTED TO HAVE EXECUTED MARITZ.

LONDON, February 10th.
10.40 p.m.

A telegram from Pretoria says that the Pretoria News announces that the Germans have executed the notorious Rebel leader Maritz for treachery.

[THROUGH REUTER'S AGENCY.]

THE SOLIDARITY OF THE EMPIRE.

MR. HARCOURT'S MESSAGE TO CANADIAN PARLIAMENT. GERMANY'S COLOSSAL LOSSES.

LONDON, February 10th.
10.15 p.m.

A message from Ottawa says that the Right Hon. Sir R. L. Borden, Premier, read in the House of Commons a message from the Right Hon. Lewis Harcourt, Secretary of State for the Colonies, stating that Germany had lost two and a quarter millions of her best and bravest soldiers, and that any fresh effort must be made with greatly inferior and disheartened troops. Germany was now feeling the economic pressure, thanks to our Navy. Austria had also suffered severe reverses, and was no longer a powerful Ally, while Turkey was of even less account. The power of Great Britain and her Allies would increase daily, whereas the power of Germany was waning. The vast resources of the British Empire had not yet been called into play, and the splendid contingents of the Dominions, with the Mother Country's new armies, should have a preponderating influence in the ultimate decision.

The Premier then delivered an eloquent speech, in which he said the Empire had held firm, utterly disappointing Prussian expectations. The great Dominions were fighting not only for our institutions of freedom and destiny, but for a world-wide cause of which none would dare to doubt the issue. (Loud and prolonged cheers.)

[BRITISH FOREIGN OFFICE CABLE.]

USE OF THE NEUTRAL FLAG. IMPORTANT FOREIGN OFFICE STATEMENT.

LONDON, February 9th.

The following statement is issued by the Foreign Office:—

The use of a neutral flag is, with certain limitations, well established in practice as a *ruse de guerre*. The only effect, in the case of merchantmen, of wearing a flag other than her national flag is to compel the enemy to follow ordinary obligations of naval warfare, and to satisfy himself as to the nationality of a vessel and the character of her cargo by examination before capturing her and taking her into the Prize Court for adjudication. The British Government has always considered the use of British colours by a foreign vessel legitimate for the purpose of escaping capture. Such practice is not only no breach of International Law, but is specially recognised by the law of this country.

In the Merchant Shipping Act, 1894, it is enacted as follows:—"If a person uses the British flag and assumes a British national character on board a ship owned in whole, or in part, by any persons not qualified to own a British ship, for the purpose of making the ship appear to be a British ship, the ship shall be subject to forfeiture under this Act, unless such assumption has been made for the purpose of escaping capture by an enemy, or by a foreign ship of war in exercise of some belligerent right." And, in the instructions to British consuls for 1914, it is stated:—"A ship is liable to capture if the British character is improperly assumed, except for purpose of escaping capture."

As we have, in practice, not objected to foreign merchant vessels using the British merchant flag as a ruse for the purpose of evading capture at sea at the hands of a belligerent, so we should maintain that, in a converse case, a British merchant vessel committed no breach of the rules of International Law in assuming neutral colours for a similar purpose, if she thought fit to do so.

By the rules of International Law, customs of war, and dictates of humanity, it is obligatory upon a belligerent to ascertain the character of a merchant vessel, and of her cargo before capture. Germany has no right to disregard this obligation. To destroy a ship, and a non-combatant crew and cargo, as Germany has announced her intention of doing, is nothing less than an act of piracy on the high seas.

[THROUGH REUTER'S AGENCY.]

BELLIGERENT'S USE OF A NEUTRAL FLAG.

AMERICAN OPINION.

LONDON, February 9th.

A Washington correspondent says he has the highest authority for stating that the administration's view regarding the hoisting of the United States flag on the *Lusitania* is that the use of other flags by ships of warring nations is a customary practice and therefore no formal protest need be made, but it is deemed proper to send Great Britain a Note pointing out the dangers to neutral shipping if the practice is continued.

THE LATE LORD LONDONDERRY.

LONDON, February 9th.

In the House of Lords to-day the leaders on both sides of the House paid warm tributes to the late Lord Londonderry.

OBITUARY.

LONDON, February 9th.

The death is announced of General Lord William Seymour, K.C.V.O. at the age of 76.

CHINESE TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

PATRIOTIC SHANGHAI BRITONS.

BRANCH OF LEAGUE OF BRITONS OVERSEAS FORMED.

SHANGHAI, February 9th.
11.55 p.m.

An immense and unparalleled patriotic demonstration took place at 7 o'clock this evening, when fully 2,000 Britons assembled at the Town Hall to discuss the formation of a branch of the Patriotic League of Britons Overseas, which has in view the presentation to the nation of a man-of-war.

Sir Everard Fraser, British Consul, presided, and explained the objects of the League in a speech of singular nobility. There were many other speeches of high excellence by all sections of the British community, and the resolution to form a Shanghai branch was carried unanimously and with acclamation.

Such a demonstration has not occurred before in the history of Shanghai.

GERMAN LEGATION CREATES A SENSATION.

PEKING, February 10th.

The German Legation is creating a sensation by placing sandbags over the City Wall gates at the ramp.

DESTRUCTION OF PROVINCIAL NOTES.

PEKING, February 10th.

It is reported that notes to the value of \$23,000,000 have been destroyed in Szechuan Province out of the seven millions to be redeemed.

THE CENSORSHIP.

"EVEN HOMER SOMETIMES NODS."

Mr. R. N. Goodwin, Editor of the *Peking Gazette*, was charged at the Peking Police Court recently with a contravention of the Ordinance regarding the publication of information likely to give assistance to the enemy, in its issue of January 8th.

The Editor, who pleaded that the wire was sent by his Singapore correspondent and was passed by the Peking censor, was cautioned and discharged.

[The message, in fact, must have been passed by two censors—one at the office of dispatch, the other at the office of destination.]

FALKLAND ISLANDS VICTORY.

AN INTERESTING LETTER.

The *Daily Mail* of the 17th ult. publishes an interesting letter from a woman resident of the Falkland Islands, describing the anxiety prior to the battle. She says that a wireless message warned the Islanders of the possible advent of the Germans, and therefore the women were sent into the interior, and the Governor's papers and codes were buried every night. There was great excitement on the fourth day when the ringing of church bells announced the sighting of a warship. The Volunteers paraded, but the warship was H.M.S. *Camopus*, which arrived at full speed, cleared for action and with guns trained, expecting to meet the Germans. The big ships arrived on December 12th. Unexpectedly, the Germans appeared the next morning. A Flag Lieutenant in pyjamas informed Admiral Sturdee, who was showing. He replied: "You had better get dressed." The Germans could have been despatched more quickly, only Admiral Sturdee ordered his men to have their usual dinner at noon, and time for a smoke afterwards.

COMPANY MEETING.

KOWLOON LAND AND BUILDING CO., LTD.

The 26th ordinary meeting of shareholders in the above Company was held at the Company's office, Victoria Buildings, at noon yesterday, the Chairman of Directors (Mr. T. F. Hough) presiding. There were also present:—Messrs. A. and J. Rodger (Directors), E. Seth, A. A. Fyfe, M. S. Northcote, E. Bruce Shepherd, and R. A. Carvalho, with Mr. A. Shelton Hooper (Secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—As the report and accounts have been in your hands for some days, I will, with your permission, take them as read. You will observe our net profits for the year amount to \$18,806.11, which is the best return the Company has made since its formation, and thereby we are enabled to pay a dividend of 10 per cent. on the paid-up capital. Whether this dividend will be maintained depends to some extent on the duration of the war, as the military population of Kowloon has decreased and on which to some extent we are dependent. However, at the moment we have only one house vacant. You will notice that in addition to paying a somewhat larger dividend we carry forward \$2,078.80, as against \$1,822.60 brought forward from the previous year. With these few remarks, I beg to propose the adoption of the report and accounts.

Mr. SETH seconded, and it was unanimously agreed to.

Messrs. T. F. Hough and J. Rodger, retiring Directors, were re-elected, on the proposition of Mr. Fyfe, seconded by Mr. Northcote.

On the motion of Mr. Northcote, seconded by Mr. Shepherd, Mr. A. C. Hynes was re-elected auditor.

The CHAIRMAN—That concludes the business, gentlemen. We congratulate ourselves on the report and accounts, and the dividend warrants are waiting. I thank you for your attendance.

HONGKONG TRAMWAY CO.

The following are the Company's figures for week ending 6th February:—
Receipts \$ 9,941
Decrease compared with corresponding week last year \$ 1,441
Aggregate to date:—
No. of weeks 6
Total 59,255
Decrease to date 14,175

THE LATE MR. J. J. KESWICK.

The following account of the death of Mr. J. J. Keswick is taken from the *Hongkong News and Annals* and *Herald*:—

It is with much regret that we record the death of Mr. James Johnstone Keswick of Mahie, Newabbey, which occurred at Bath on Saturday, January 26th. For some time Mr. Keswick had been in failing health, and unfortunately the visit to Bath did not bring about the much hoped for improvement. Born at Beechgrove, Annan, 69 years ago, Mr. Keswick was the youngest son of the late Mr. Thomas Keswick, a well-known Annandale gentleman. About the year 1870 he went to China and became connected with the influential and widely-known firm of Jardine, Matheson & Co. His business abilities stood him in good stead, and eventually he became head of the firm. Subsequently he was appointed chairman of the Rio Tinto Company, and held directorships in the Bengal Iron and Steel Company and the East India Coal Co. He also took a leading part in public affairs in that part of the Far East and was elected a member of the Legislative Council at Hongkong. Returning to this country about fourteen years ago, Mr. Keswick, with his wife and family, took up residence at Halleath, Lochmaben. From there they went to Cowhill, Holywood, after which they moved to Verdley Place, Fernhurst, Surrey, formerly the residence of Lord Davey. At Fernhurst Mr. and Mrs. Keswick took a leading part in the life of the community, and striking evidence of their popularity was forthcoming on the occasion of the marriage, in April, 1907, of their eldest daughter, Miss Jean Keswick, to Mr. N. W. R. MacEwen, of the Argyll and Sutherland Highlanders. In the early part of 1907, Mr. Keswick acquired Mahie, and spent much of his leisure time there. Mr. Keswick was selected as a Tariff Commissioner, his life-long experience in the China trade in the Far East specially qualifying him for the office. He was a Justice of the Peace for Dumfriesshire. Business interests in London prevented him from taking a prominent part in local affairs while resident at Mahie, but of a genial disposition and most courteous manner, he was highly esteemed by all who knew him. He is survived by Mrs. Keswick, who is a daughter of Sir Harry Parkes, a former Minister at Peking and for some years also at Tokyo, and a family of five. His elder son is at present in South Africa, and the younger in this country, while his three daughters are married. He is also survived by his two sisters, the Misses Keswick of Bishopscourt, Lockhart. Mr. H. Keswick of Cowhill Towers, Holywood, is his nephew.

The funeral took place at Newabbey Churchyard.

CHINESE AND WAR.

INTERESTING LECTURE BY REV. T. W. PEARCE.

The Rev. T. W. Pearce, of the London Mission, gave a most interesting lecture at the Union Church Hall last evening to the members of the Church Guild on "The Chinese and War, what they think, and why."

The lecturer said they only knew things by their opposites and life by its contrasts. He proceeded to emphasize the contrast provided by a study of the question of heredity as it affected England and China, and read quotations from the writings of Confucius and Mencius, the two great Sages of China, inveighing against the embroiling of races and the bringing of princes into strife. War never had sacred sanctions for the Chinese. Mencius had said that he who wrangled and fought for territory and filled the wastes with dead bodies was deserving of the highest punishment. The conservative section of the Chinese race, upon whom the Classics were binding, were the same to-day as ever they were.

China was the most stupendous illustration he knew of the blessings of peace. China had carried on her system of Government—with all its defects—through all the ages. It had been a strong nation in many respects, though not strong in the military sense. She had been conquered again and again, but where were her conquerors in comparison with China to-day—in point of solidarity, and of strength as a nation? The Chinese had been military on paper. He knew of at least one Military Manual—having eighteen chapters—(laughter)—that dealt with instructions for marching, told the reader that maps of the country must be provided, that spies must be taught espionage, and that roads must be carefully selected; and it contained a warning to readers to conduct themselves with propriety when travelling through other countries. It also dealt with other subjects, such as bridge-making, quite intelligently, "but if they only carried out intelligently what they had on paper!" He (Mr. Pearce) thought we were all proud of the place of the soldier in our scheme of things to-day. There was no doubt as to the affection of the country for the soldier who was fighting our battles. He thought the noblest aspect of the whole situation was the humanity of the countries that provided Red Cross arrangements and hospitals, and a hundred means of alleviating the lot of the soldiers. But what did they think the attitude of the Chinese would be to their fighting men? Would any of his hearers like to be a soldier in China?

Mr. Pearce spoke in contemptuous terms of the Chinese soldier as he first knew him, and said that one author had described him as "a lot in petticoats." How could one expect them to be a fighting race, and how many decades, how many generations, did they think it would take for them to become really a "Yellow peril" for military purposes? He did not deny that they looked trim, and neat in their new uniforms to-day, but it would be decades before they reached anything like the pitch of efficiency.

The lecturer went on to deal with the Chinese newspapers and paid them a warm tribute. The Chinese newspaper war news was quite as good, he thought, as was accurate, and as well-informed as our own papers were. He read the Chinese papers every day, their special intelligence columns, and war news; and he was bound to say he got as much satisfaction from them as he did from the English papers. He followed with keenest zest and diversion the struggles and triumphs of the Chinese editors accurately to name the various places in the scenes of operations, striving to make their language suit a purpose it had not served before. Some of these newspapers were making new history for China by their contributions to-day, and especially some of their contributions concerning the countries of Europe, in so far as those countries were being affected by the war. He had read in the Chinese papers a translation of the British Blue-book on "Why Britain is at War," and he was bound to say that it was done very well, and gave him great satisfaction. There had also been published leading articles from papers like the *British Weekly* and other important organs. He was not going to speculate on the value of this as a factor in regard to the Chinese attitude to the war.

One outstanding thing in the Chinese mind is the change of rule in Tsingtau. This touches China very nearly indeed, and is there. Nobody supposes that the Province of Confucius and Mencius, and it might be said to be regarded as a sacred Province to the Chinese. All her sacred parts were there. Nobody supposes that the Chinese wanted Germans there, but the Chinese had come to the conclusion that they knew the limits of German occupation. Japanese occupation. I judge so from the way in which the Chinese papers speak on the matter. What bitterness appears in these newspapers on the subject of the war is a reference to the Japanese occupation of Tsingtau. Of course the Chinese say they are neutral, and I agree with them. Of course China is a very neutral country, because she can not help herself. She is neutral because she does not count.

Speaking of the probabilities of the effect of the war on China, the rev. gentleman said he did not think that China would be stimulated to become excessively military, or that she would become a military peril. He believed that China had representatives at the seat of war engaged in watching the methods, but he questioned whether that would be of much value to them in their own wars. So far from regarding China as a yellow peril, he should think she was giving back to the world the golden promise of peace. The forces for peace were nowhere more strong than in China—the forces that helped to carry humanity forward toward its final goal. With her great resources, the patient enterprise of her toiling people, he thought China was a force to take side by side with the allied nations of the West, but he did not think she was a force either for or against in the great world of military struggle.

A SCATHING INDICTMENT.

BRITISH SEAMEN LEFT TO DIE BY VON SPEE'S SQUADRON.

A scathing indictment of the conduct of Admiral von Spee and his squadron at the battle off Coronel on November 1st is contained in a Chilean paper, *La Patria*, published at Santiago de Chile.

It is headed "High Seas Executioners," and the writer, M. A. Verbruggen, says:—

"I attest the absolute truth of the undermentioned facts.

"I have contracted moral obligations towards the persons who have revealed them, but I trust these persons will find it honourable to release me whenever I am sued for defamation.

"With this expectation do I assume the entire responsibility of these lines, and defy the German or Germanophile Press to prove the inaccuracy thereof.

"ONLY SIX."

"During the call at Valparaiso of the German flotilla, a German subject—a clergyman—went on board and asked to see the wounded.

"In the first ship visited that permission was denied him, and the report of 'six wounded' as communicated to the public was maintained.

"The German subject then called on the second ship, where an officer confidentially informed him that the Germans had one hundred and thirty-six wounded on board.

"When questioned on the state of the sea during the battle, the officer admitted that it was heavy with brisk wind, but without anything excessive.

"Why, then," asked the clergyman, "did you not rescue the crews of the ships sunk?"

"The reply was:—

"We had received orders not to rescue any one."

"As the German subject was a normally civilised person, he turned to the officer and said, 'I knew there were some brutes in your territorial army, I now see that there are also some in your navy as well.'

"Those who might hesitate in view of the seriousness of the revelation should remember certain details:—

"Von Spee said that he saw the *Monmouth* sink in a few minutes' time, that he lost sight of the *Good Hope*—which was burning—and that a terrible storm prevented him from sending assistance to the victims.

"We know, from different sources, the real state of the atmosphere and sea then prevailing. There is no doubt that, under any circumstances, the fire on board the *Good Hope* would suffice to indicate where she was. Then, it cannot be admitted that the German flotilla would have allowed such a fine prey to escape. Now that ship, helpless as she was—she is reckoned a total loss—could not have escaped had she tried to; she could easily have been reached by the five or six ships that chased her.

"The likelihood of the German report could be admitted as long as it was believed that the *Good Hope* was about undamaged. Now, however, that her loss is reckoned, it cannot be admitted that she could escape the chase at any time.

"There are, therefore, three flagrant lies in the report of the German squadron's officers, without counting the ridiculous bluff... stating that they had six men and a parrot wounded.

"The night was not dark.

"The sea was not raging.

"The *Good Hope* could not escape.

STUPIDITY.

"There exists a crafty theory by which lies may be excused, and sundry fallacies have rested upon it, but I know of no doctrine by which lies are justified with the necessity of hiding one's stupidity. In fact, William's soldiers have not lied for their country's sake, but just to hide their own crime.

"Now comes the tragical truth:

"With clear weather, on a scarcely heavy sea, and at the end of a naval battle, eighteen hundred Englishmen, who had behaved nobly, have been precipitated to the bottom of the sea.

"There were thousands of men, wearing the uniform of the German marine, who assisted at this drama from the decks of their ships.

"Eighteen hundred human beings, fighting against death; the amazed horror of these forlorn persons who expected assistance, and had a right to it; heads disappearing one by one after desperate signals and appeals, swept away by the waves and annihilated one after the other.

"They have been able to stand that view, leaning on their railings as if they were at a spectacle. That horrible sight did not prevent them from landing on Chilean soil, with smiling lips, to receive the enthusiastic 'Heil' of their countrymen.

"The captain of this port, not suspecting what occurred, shook hands with their admiral.

"Oh! brutes! ignoble brutes!"

ADMIRAL VON SPEE.

The *Kölnische Zeitung* gives an account of Admiral von Spee, who commanded the German cruisers in the battle off the coast of Chile, and whose fleet was destroyed off the Falkland Islands. His full title is Vice-Admiral Count Maximilian von Spee, and it appears that he was born in Copenhagen in 1861, and entered the German navy in 1878. As a lieutenant he served with the ship which hoisted the German flag at points along the West African coast in 1884-1885. In 1895 he was attached to the Ordnance Department, and in 1897 he was with the naval detachment which, under Prince Henry of Prussia, carried out the occupation of Kiaochow. In 1900 he was in the East Asiatic waters in connection with the Boxer campaign, and on returning he was appointed first president of the commission appointed to investigate the use of mines. His service also included appointments to battleships, and in 1908 he had become Chief of Staff on the North Sea station. From the autumn of 1911 onwards he was again in the Far East, and in the summer of 1912 he took over the command of the cruiser squadron at Kiaochow. This was the position which he held on the outbreak of the war in August.

THROUGH GERMAN EYES.

"WHY GERMANY HAS SO FEW FRIENDS."

A PROFESSOR'S LAMENT.

Dr. Karl Theodor von Heigel, president of the Academy of Sciences at Munich, fills four columns of the Christmas Day edition of the *Vienna Zeit* with an article on the question "Why have the Germans so few friends?" He begins by remarking that in these days the question is constantly recurring why the Germans, who since 1870 have threatened none of their neighbours and have acquired only contemptible remnants in the distribution of the world, have no friends at all except in Austria. The professor is ungrateful enough not even to mention Kaiser Wilhelm. He says he can understand the hostility of Russia, France, and England, but in all the other States the Germans had not only no help, but neither sympathy nor justice. Meanwhile neither bellicose France nor arrogant England is nearly so much disliked. Notwithstanding Germany's notorious weakness for all that is foreign, the sympathies of Europe turn more and more to the self-confident Englishmen and Frenchmen than to the more modest Germans. Since the outbreak of war a friendly voice has seldom been heard in Belgium (sic), Holland, Italy, or Switzerland, "the very countries which draw from Germany a considerable part of their intellectual food." The professor is also dissatisfied with the United States and with Spain.

Coming to an attempt to answer his question, Professor von Heigel suggests, first, that the Germans have been too unready to lend money to foreign countries; secondly, that they have been too careless with regard to the foreign Press, and only when war broke out began to pour out a flood of paper which provoked ridicule. Thirdly, he criticises German peculiarities—private peculiarities of manners and peculiarities in political life which he thinks convince foreign countries "that the Germans are a quarrelsome, divided, and unfortunate people, whose friendship brings neither honour nor advantages."

THE NAVY CAMPAIGN.

The professor refers, for instance, to the campaign for a large German Navy, and says:—

It would be simply ridiculous to dispute to-day the fact that no Germans required a strong navy which would compel respect. The question may, however, be asked whether it would not have been possible, and more profitable, to set about the construction of the Navy with less noise. While the Imperial Government took all pains to convince anxious trading ships and colonies, that the Navy was never to have more than a secondary importance as compared with the land Army, German organs explained loudly that the German Navy must, in all circumstances, be made so strong that it could oppose the English Navy and free the world from the burden of British supremacy. Without doubt the true cause of the present war is to be found in the jealousy and in the fear of the English. The war was bound to come in any case, but it was necessary thus to fan the flames and so to put upon us the reproach of incendiarism.

Finally, Professor von Heigel has a dig at the Prussians which will no doubt have been appreciated by his Austrian readers.

Peoples, like persons, acquire prestige and confidence only by moderate and worthy self-assertion. It is true that the rigid discipline of the north made Germany into a nation, but rigidity in the wrong place or at the wrong time must have just as bad an effect as the easy-going slackness to which Austrians and Bavarians are too ready to yield, and the petty particularism of the Swabian race. We desire in peace and in war to give proof that we by no means desire to carry into politics the doctrines of—or, rather, the doctrines falsely attributed to—Nietzsche; that we are still as ready as ever to learn from others and to serve others with our science and knowledge; and that militarily, if this world is still to be applied to Germany, it is to be taken to mean not military arrogance, but a healthy discipline of body and soul.

ON LEAVE.

[Some of the Officers attached to the British Expeditionary Force on the Continent now and then obtain leave to return to London at the week-end. A writer in the *Westminster Gazette* refers to this in the following lines:]

By Bond-street, spruce and debonair,
He stops as one without a care;
He stops and chats and stands at ease
As those who live the world to please.

And yet this idler—mark him well—
Has faced and fought the powers of hell;
But two brief days gone was crowned
With deeds that make the world go round.

Von laughing eyes of cloudless blue
Have looked on hell for me and you.
This man of supreme cigars
Has watched the shells athwart the stars.

Has held, amid the shipyard's hail,
His life as nothing in the scale,
Has ventured all to save the lost,
And bivouacked beneath the frost.

So is it e'er. In human hearts
The hero slumbers till it starts
Impetuous, at the clarion thrill
That wakes to life and love the will.

Unknown it sleeps, that heavenly spark,
In cottage, palace, slum, or park,
And high or low and great or small
Are kings indeed when bugles call.

WALTER SIEGEL.

President Poincaré, addressing the troops at Dunkirk, said:—"Our race, civilisation and ideals are at stake. Some months of patience and energy will decide centuries of the future."

ENGLAND IN WAR TIME.

UNIVERSAL PROVIDER OF THE ALLIES.

A VISIT TO BIRMINGHAM.

A special correspondent of *The Times* writes as follows:—

Birmingham claims to have improved upon the war-time motto of industrial England—"Business as usual." "Busier than usual," is its characteristic boast, and those who know their aggressively competitive Birmingham will realise what this means. There is stamped on one's mind the impression of a great community with its coat off and its sleeves rolled up.

The world expects a high standard of patriotism from the city which is so closely identified with the political school of Imperialism, and its atmosphere is now, as always, thoroughly invigorating. There is a confident tone in public and private discussion that is infectious; you have only to catch the mood of the place to feel instinctively that you are on the winning side. Burke called Birmingham "the toy-shop of Europe." The city is something of a fairer conception now; its mission is one of vital necessity to the State. It has given men generously to the national service; it is now supplying the State with all manner of indispensable material.

There are not many articles required for the arming and equipping of the troops that cannot be made in Birmingham, and the War Office is availing itself to the full of the resources of its manifold industries. Two-thirds of the present output is on account of war preparations. Manufacturers on the outbreak of war gave much of their attention to the capture of German trade. This patriotic pursuit had to be abandoned for the time in face of the flood of Government orders.

AN AMAZING CATALOGUE.

The catalogue of Birmingham's contributions to trench and camp life is amazing. Its variety is almost as great as that of the curiosity shop in which Macaulay's hero found *la place de chagrin*. Birmingham, in his famous description of the state of England in 1885, said that Birmingham buttons were just beginning to be known, and that nobody had yet heard of Birmingham guns. To-day its not in spread more widely than that of any other manufacturing town in the Midlands and the North. Its range of production is almost on an epic scale. Besides coming to the direct aid of the Government factories with new machinery to enable them to obtain a greater output, Birmingham is manufacturing armoured motor-cars, aeroplane engines, machine-guns for use on land and in the air, shells for light and heavy guns, rifles, cartridges, and gunpowder. It is evolving new types of weapons and warlike implements. It is converting motor-cars into ambulances and heavy commercial motors into military transport wagons. It is sending swords and pistols to the officers' corps, mess-tins, water-bottles, flint and tinder boxes, "housewives' forks and spoons, and shaving-brushes to the men in the ranks. The cavalry are receiving from this universal provider harness, saddles, bridles and bits, horse-brushes, and the frost-tires which are so necessary in a Continental winter campaign. Under its creative hand rise motor-cycles for despatch-bearers, movable kitchens, barbed wire, stoves to keep the trenches warm, and sheets of metal to make them secure, buttons and badges for the soldiers' uniform, and medals for him when he gains distinction. For the Navy Birmingham is making everything in metal needed for the furnishing of the ships from the lamp at the mast-head to the carpet nail in the cabin. There is a good deal of the romance of war in this miscellaneous arsenal of the Allies.

CHANGES OF WORK AND WORKMEN.

New factories are being built, new machines installed, new tools brought into use. Trades are changing, and workmen are adapting themselves to new occupations. Men who used to make cycle-spokes have turned their hands to knitting-needles. Other workers in the cycle trade are making cartridge cases. Machinery built for the manufacture of gear cases is now being used for making hollow-ware pans and basins for the troops. There is little demand for good cut-glass; so the glass workers have sought a fresh channel for their enterprise in electric light bulbs. Brassfounders have given up making door latches and the like for brass rings and copper tubes for shrapnel shells. Woodworkers are making forms, tables, and tent-pegs for the camps. Rolling stock firms have extended their range to include the manufacture of heavy ambulances. The jewellery trade, which has its home in the famous Chamberlain constituency of West Birmingham, is not capable of such lightning changes. Workers in the finest metals, whose eyes are in their fingers, cannot take up rough and ready jobs without ruining the sensitiveness of their delicate hands. Some of the men engaged in the cheaper grades of enamelling, however, are adapting themselves to the patriotic trade in badges and emblems. Labour which reached for a time the condition which Birmingham's great statesman sought to attain by another means; work for all, at any rate for all who can do it. An engineering firm which advertised for 300 skilled men received only 50 replies. Some types of artisan can command their usual price, and there is often keen competition between rival firms for the services of individual workers. Hundreds of skilled men eager to enlist have been forbidden to leave their jobs. Others, who were already undergoing their training, have been sent back to the ranks of the industrial army.

THE RESPONSE TO RECRUITING.

There was a splendid response to the call for recruits. The Lord Mayor proudly tells the inquirer that over 50,000 of the civil population, about one-fourteenth of the whole, have shouldered the burden of national service, and that his predecessor was the only chief magistrate of his style and dignity to leave the civic chair to begin his war training. The recruiting boom was quite a spectacular affair. At the beginning a giant thermometer outside the Town Hall recorded the progress of enlistment. The bulb burst, as did that of a second and far more ambitious instrument. While one or other was in position it was amusing to see young recruits emerging from the classic portico of the Town Hall and anxiously looking up at the "mercury" to see if their enlistment had shifted it. So keen were the young men to join the new army that ballots had to be taken in the banks.

One of the most notable recruiting efforts has been the swooping of the "nuts"—the colloquialism alone gives the required shade of meaning—into non-manual workers' battalions. Every one who has studied the social life of a big manufacturing town knows the type—sons of manufacturers and well-to-do professional men, lords of the side-car, tennis club, ornaments, pillars of the ball-room. They are good lads all and will make first-rate fighting men, and they will be all the better for a few months' discipline. They will smile when they are reminded in years to come that the first thing many of them did when they arrived at their billets was to telegraph to Edgworth for their dress-clothes.

The pleasant garden suburbs to the south have lost much of their winter gaiety. There are vacant chairs at thousands of working-class tables. Still the routine life of the city goes on much as before. The superficial changes are not nearly so great as in London. The public-houses keep their usual hours, and a man can get a drink in Corporation-street an hour later than in Piccadilly-circus. The lighting of the streets has only been slightly reduced, and the drawing of blinds and shading of lamps in public vehicles is perfunctorily carried out. The two great shopping thoroughfares, New-street and Corporation-street, are a blaze of light and a scene of bustling animation in the late afternoon and early evening. The line of waiting motor-cars does not seem to be appreciably thinner and the arcades are crowded with shoppers. The world war seems very remote on a darkening December day, with the Christmas trade and traffic in full swing.

The curtain may be lifted at any moment. A train of new armoured motor-cars and transport wagons trundles by on the first stage of its journey to the front. A battalion of recruits marching through the city and singing to the strains of its bands draws the comfortable crowd in a moment from shop windows to pavement edge. The most popular "short-cut" in the kingdom over New-street Station railway bridge suddenly becomes an illusion. The station is closed to all but *bond fide* travellers to allow a Red Cross train to discharge wounded soldiers bound for the new university buildings at Bournbrook, now one of the finest military hospitals in the country. If you look more closely at the details you will find a new restraint in the demeanour of a notoriously proud and, in times past, almost assertive city. The new note of modesty is amusingly illustrated by the notices exhibited in a shop-window, " *Ici on parle Français un peu*," probably the colloquy to a visit from one of the many Belgian refugees who are quartered in the hospitable homes on the outskirts.

And in the end, for the workaday soul of Birmingham, one must leave the alluring shopping district and seek the neighbouring belt of two and three-storied workshops on which the prosperity of the city is based. There are to be found the small employer and the individualistic type of workman who differentiate industrial Birmingham so strongly from Lancashire and Yorkshire, with their huge combinations of capital and labour. There men are working under novel conditions, giving essential service to the State, putting in overtime without a murmur, adapting their labour to unaccustomed jobs without protest, framing no peddling trade union grievances, in short, bending their energies to the prosecution of their share of the national task.

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SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,017, T. Odm, 9th February—Haiphong 6th February, Rice—Thoresen & Co.
HONG WAN I, British str., 2,600, John Mason, 10th February—Rangoon 29th January, General—Chinese.
RIONUN MARU, Japanese str., 2,970, Y. Yamaguchi, 9th February—Sourabaya 2nd February, Sugar and General—Doddwell & Co.
SHANAI, British str., 1,225, E. B. Simons, 9th February—Shanghai 5th February, General—Butterfield & Swire.
SOSHIN MARU, Japanese str., 921, Mura-kawa, 9th February—Swatow 8th February, General—Chinese.

SHIPPING REPORT.

The British str. *Hong Wan I* reports: Light S.E. wind and fine weather.

PASSENGERS.

DEPARTED.

Per *Nippon Maru*, for San Francisco, etc., Mr. O. Wuriu, Mr. E. E. White, Mr. J. L. Bulkeley, Mr. Peterson, Miss Ross, Mrs. Beck, Mr. and Mrs. F. G. Jones, Mr. C. A. Porey, Miss M. A. Ryder, Miss M. E. Fils, Mr. and Mrs. Macquie, Miss V. Secor, Miss L. G. Macpherson, Mr. L. G. Wiley, Mr. F. L. Van Epps, Mr. H. W. Hobbs, Mr. A. Luraschi, Mr. H. S. Hamigan, Mr. and Mrs. H. Laudberg, Mr. J. Wind, Mr. O. Lindgren, Mr. and Mrs. Diego Tagle and Mr. T. L. Parsons.

VESSELS EXPECTED.

AMERICAN MAIL.

The P.M. str. *Mongolia* arrived at Manila on the 7th February, and left that port for Hongkong on the 10th February, and is expected to arrive here on the 12th February, a.m.

AUSTRALIAN MAIL.

The E. & A. str. *St. Albans* left Sydney for this port (via Queensland Ports and Manila) on the 27th January, and may be expected to arrive here on or about the 18th February.

THE ENGLISH MAIL.

The P. & O. str. *Malta* left Singapore for this port on the 7th February, p.m., with the outward English mails, and is due here on the 12th February, at about 5 p.m.

MERCHANT STEAMERS.

The A. & O. Line str. *Royal Prince* arrived at Yokohama on the 8th February, and may be expected here on the 23rd February.

The Barber Line str. *St. Eglert* left New York for Hongkong via Suez Canal on the 2nd January and is due to arrive here about the beginning of March, and the Barber Line str. *Bolton Castle* for Hongkong via Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

SHIPPING IN PORT.

STEAMERS.

CHINESE PRINCE, British str., 3,228, H. Jeffries Davies, 8th February—Shanghai 7th February, General—Shewan, Tomes & Co.
HANGSANG, British str., 1,356, Wilde, 9th February—Swatow 8th February, General—Jardine, Matheson & Co.
HAIN KONG, Chinese str., 1,928, A. P. Sangster, 7th February—Shanghai 4th February, General—Chinese.
HUNTER, British str., 1,143, Hobbs, 4th February—Swatow 3rd February, General—Butterfield & Swire.
HUGHOW, British str., 1,222, Shane, 9th February—Hoihow 7th February, General—Butterfield & Swire.
ITSUKUSHIMA MARU, Japanese str., 2,601, Kamimura, 4th February—Mikao 28th January, Coal—Mitsui Bussan Kaisha.
KANARUK, British str., 2,593, F. J. Archbold, 5th February—San Francisco 5th January, Bulk Oil—Standard Oil Co.
LOKSANG, British str., 997, D. W. Ritchie, 7th February—Haiphong 8th February, General—Butterfield & Swire.
LOONGSANG, British str., 1,592, Leask, 9th February—Manila 6th February, General—Jardine, Matheson & Co.
LUCHOW, British str., 1,221, Meathrel, 7th February—Shanghai 4th February, General—Butterfield & Swire.
MAUSANG, British str., 1,644, 5th February—Sandakan 29th January, General—Jardine, Matheson & Co.
MONTAGLE, British str., 3,953, F. L. Davison, 17th January—Bombay 1st January, Nil—Canadian Pacific Railway Co.
PHEUMPHEN, British str., 1,359, C. W. Bird, 7th February—Saigon 3rd February, Rice—Chinese.
ROBERT DOLLAR, American str., 3,420, R. L. Morton, 6th February—Manila 3rd February, Hemp—Robert Dollar & Co.
SABINE RICKMERS, Dutch str., 515, J. Schmeiman, 5th February—Swatow 4th February, Ballast—Asiatic Petroleum Co.
SALAHADIN, Dutch str., 1,237, J. Liberg, 5th February—Singapore 27th January, Bulk Oil—Asiatic Petroleum Co.
SHANON, British str., 3,353, Reid, 6th February—San Francisco 5th February, Ballast—Standard Oil Co.
TAKAMU, Japanese str., 4,330, J. Deans, 8th February—Singapore 2nd February, General—Nippon Yusen Kaisha.
TANGO MARU, Japanese str., 4,634, K. Soyeda, 9th February—Manila 6th February, General—Nippon Yusen Kaisha.
THIENWONG, Dutch str., 3,600, Oldenburger, 7th February—Batavia, Sugar and

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	1	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & SINGAPORE VIA PENANG, COLOMBO, & SUEZ	NAMUR	Brit. str.	1	A. Collier	P. & O. S. N. Co.	On 31st Mar., at 10 A.M.
MARSHALLS, LONDON & LIVERPOOL	SHIMAZU	Brit. str.	1	Shimazaki	Nippon Yusen Kaisha	To-day, at Noon.
MARSHALLS VIA PORTS MANILA & JAPAN	THE BANK LINE, LIMITED	Brit. str.	1	T. Saito	THE BANK LINE, LIMITED	On 18th inst.
VICTORIA B.C. & SUEZ VIA SHANGHAI & JAPAN	YOKOHAMA MARU	Jap. str.	1	Komatsu	YOKOHAMA MARU	On 20th inst., at 1 P.M.
VICTORIA B.C. & SUEZ VIA MANILA & JAPAN	ROYAL PRINCE	Brit. str.	1	N. Kobayashi	ROYAL PRINCE	On 22nd inst., at 5 P.M.
NEW YORK & BOSTON	MONTEAGLE	Brit. str.	1	Coull	THE BANK LINE, LIMITED	On 23rd inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, & SUEZ	SHIMAZU	Brit. str.	1	A. J. Hall	SHIMAZU	On 24th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & SUEZ	SHIMAZU	Brit. str.	1	Emery Rice	SHIMAZU	On 24th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & SUEZ	SHIMAZU	Brit. str.	1	H. S. Smith	SHIMAZU	On 24th inst.
SAN FRANCISCO VIA MANILA & JAPAN, & SUEZ	SHIMAZU	Brit. str.	1	J. Hill	SHIMAZU	On 24th inst.
MEXICAN, PANAMA & ORIENT PORTS VIA JAPAN	SHIMAZU	Brit. str.	1	A. G. Stevens	SHIMAZU	On 24th inst.
AUSTRIAN PORTS	SHIMAZU	Brit. str.	1	G. L. Smith	SHIMAZU	On 24th inst.
AUSTRIAN PORTS	SHIMAZU	Brit. str.	1	T. Saito	SHIMAZU	On 24th inst.
AUSTRIAN PORTS	SHIMAZU	Brit. str.	1	P. W. Gieson	SHIMAZU	On 24th inst.
DELGOA BAY, DURBAN, EAST LONDON, & JAPAN	SHIMAZU	Brit. str.	1	Jarrett	SHIMAZU	On 24th inst.
YOKOHAMA KOBE & MOJI	SHIMAZU	Brit. str.	1	Y. Takaki	SHIMAZU	On 24th inst.
KOBE & YOKOHAMA	SHIMAZU	Brit. str.	1	V. Laddell	SHIMAZU	On 24th inst.
NAGASAKI, KOBE & YOKOHAMA	SHIMAZU	Brit. str.	1	J. Meathrel	SHIMAZU	On 24th inst.
TIENSIN	SHIMAZU	Brit. str.	1	G. W. Cookman, R.N.	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Spencer Wilds	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	K. E. Tubb	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Lloyd Jones	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	W. F. Richard	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Takano	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	S. Finderson	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	H. Nomura	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Charbonnel	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Gilley	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	A. Collier	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Y. Yamamoto	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	K. Hattori	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	S. Tokunaga	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	J. W. Evans	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	A. E. Hodgins	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	A. H. Stewart	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	W. C. Passmore	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	W. G. Leask	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	P. H. Holf	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	J. Robertson	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Tarada	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	Sakamoto	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	T. A. Mitchell	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	E. J. Todd	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	D. A. Gardner	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	R. A. Matthews	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	D. W. Ritchie	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	W. Frost	SHIMAZU	On 24th inst.
SHANGHAI	SHIMAZU	Brit. str.	1	R. W. Lloyd	SHIMAZU	On 24th inst.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	TO	DATE	TIME
HONGKONG & HAIPHONG	"LOKSANG"	Thursday, 11th Feb.	11 A.M.
HONGKONG & HAIPHONG	"MAUSANG"	Saturday, 13th Feb.	Noon.
HONGKONG & HAIPHONG	"LOONGSANG"	Saturday, 13th Feb.	3 P.M.
HONGKONG & HAIPHONG	"HANGSANG"	Saturday, 14th Feb.	D'light.
HONGKONG & HAIPHONG	"KWONGSANG"	Tuesday, 16th Feb.	D'light.
HONGKONG & HAIPHONG	"YATSHING"	Tuesday, 16th Feb.	D'light.
HONGKONG & HAIPHONG	"CHONGSANG"	Friday, 19th Feb.	D'light.
HONGKONG & HAIPHONG	"CHOYSANG"	Friday, 19th Feb.	3 P.M.
HONGKONG & HAIPHONG	"YUENSANG"	Saturday, 20th Feb.	3 P.M.
HONGKONG & HAIPHONG	"FONGSANG"	Tuesday, 23rd Feb.	3 P.M.
HONGKONG & HAIPHONG	"FONGSANG"	Wednesday, 24th Feb.	3 P.M.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

AGENTS

Hongkong, 15th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Hongkong, 15th January 1915.

AGENTS

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-MORROW, the 12th February, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 26th March, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. NEWITT, Superintendant.

Hongkong, 1st February, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON

THE Steamship

"ROYAL PRINCE," Captain Coull, will be despatched as above on WEDNESDAY, 24th February.

For Freight, etc., apply to THE BANK LINE, LTD., General Agents.

Hongkong, 29th January, 1915.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM LEITH, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th February, 1915.

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CHINESE PRINCE," Captain H. J. Davis, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 17th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be admitted.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 9th February, 1915.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909:

ALSO

RATES FOR SOVEREIGNS, GOLD, LEAF, BAR SILVER (From 1900), and other Useful Information.

Price: 41 Cash.

On Sale at the "Daily Press" Office or Local Bookellers.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA Sailing WEDNESDAY, 17th Feb., at 1 P.M.

PERSIA (via Manila) TUESDAY, 2nd Mar., at Noon.

KOREA TUESDAY, 9th Mar., at 1 P.M.

SIBERIA WEDNESDAY, 17th Mar., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Mori, the world-famous chef.

Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—water swimming tank, billiard tables, deck games, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

KING'S BUILDINGS.

TEL. No. 141.

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR

VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24th FEBRUARY AND 1st MAY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—

VANCOUVER £31; LONDON £43 AND £45.

Rates to other Ports furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 16th January, 1915.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON via Usual Ports	ORIENTAL	Noon, 12th Feb.	See Special
OF CALL	Capt. A. L. Valentini		Advertisement
SHANGHAI	MALTA	About 13th Feb.	Freight and
	Capt. G. W. Cookman, R.N.R.		Passage.
SHANGHAI, MOJI, KOBE	NAMUR	About 20th Feb.	Freight and
and YOKOHAMA	Capt. A. Collyer		Passage.
LONDON via SINGAPORE,	LOMBARD	10 A.M., 31st Mar.	Freight and
PENANG, COLOMBO, and	NAMUR		Passage.
PORT SAID, and	Capt. A. Collyer		
MARSEILLES			

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th February, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"PAKHOI"	On 11th Feb., 10 A.M.
SAIGON	"CHIHLE"	On 11th Feb., Noon.
SHANGHAI	"LUOHOW"	On 11th Feb., 4 P.M.
SHANGHAI	"SHAOHSING"	On 14th Feb., D'light.
SHANGHAI	"CHENAN"	On 14th Feb., D'light.
HAIPHONG	"HOIHOW"	On 14th Feb., 9 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 18th Feb., 4 P.M.
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 23rd Feb., 4 P.M.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANCHOW" "LIANGCHOW" "LUOHOW" and "YINGCEOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wooning.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 11th February, 1915

TELEPHONE 36.

AGENTS.

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BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 5th February, 1915.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	DEPARTING	ARRIVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 12th Feb., at 1 P.M.	12th Feb., at D'light.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY, 12th Feb., at 1 P.M.	19th Feb., at 1 P.M.

* The s.s. "Haitan" will not call at Swatow.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 12th Feb., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 14th Feb., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & Co.,

GENERAL MANAGERS.

Hongkong, 11th February, 1915.

3

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 18th Feb.	On 19th Feb., 11 A.M.
ST. ALBANS		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots	TUES., 23rd Feb.
CHIYO MARU	22,000—21 knots	TUES., 23rd March.
TENYO MARU	22,000—21 knots	TUES., 13th April.
* NIPPON MARU	11,000—18 knots	TUESDAY, 27th April.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

Manila at 10:30 A.M.

FIRST CLASS TO LONDON	\$71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	\$60. ...	" " £96.10.
" " " SAN FRANCISCO	\$45. ...	" " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Wednesday, 10th March.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT, AGENT,
King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND	ATLANTIQUE	On or about 23rd February.
YOKOHAMA		
	HOMEWARD	
MARSEILLES VIA PORTS	VILLE DE LA CIOTAT	On 20th Feb., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, and BLACK SEA.
(every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO
FOR VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE,
YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	MONDAY, 22nd Feb., at 5 P.M.
"MEXICO MARU"	N. Kobayashi	SATURDAY, 6th Mar., at 5 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"HOKKAI MARU"		SATURDAY, 20th Feb., at 7 A.M.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	THURSDAY, 11th Feb., at Noon.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGU MARU"	S. Tokushige	SUNDAY, 14th Feb., at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 21st Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WED'DAY, 17th Feb., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES and LONDON	KAMO MARU	16,000	THURSDAY, 11th Feb., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KASHIMA MARU	20,000	THURSDAY, 25th Feb., at Noon.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 23rd Feb., at Noon.
	AWA MARU	12,500	MONDAY, 1st March, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	MONDAY, 15th Feb., at 11 A.M.
	TANGO MARU	13,500	TUESDAY, 16th March, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	COLOMBO MARU	12,000	MONDAY, 22nd February.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU	5,000	THURSDAY, 18th February.
SHANGHAI and KOBE	RANGOON MARU	12,000	SUNDAY, 21st February.
SHANGHAI and KOBE	TOSA MARU	12,000	WED'DAY, 17th February.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	9,600	MONDAY, 15th Mar., at 10 A.M.
KOBE and YOKOHAMA	TAKATA MARU	13,500	THURSDAY, 11th February.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

Steamers	Displacement	Leave Hongkong.
KAMO MARU	16,000	Thurs., 11th Feb.
KASHIMA	20,000	" 25th Feb.
MISHIMA	16,000	" 11th Mar.
SUWA	25,000	" 25th Mar.
ATSUTA	16,000	" 8th Apr.
YASAKA	25,000	" 22nd Apr.
MITASAKI	15,000	" 6th May.
KITANO	15,000	" 20th May.
FUSHIMI	25,000	" 3rd June.

Steamers	Displacement	Leave Hongkong.
YOKOHAMA MARU	12,500	Tues., 23rd Feb.
AWA	12,500	Mon., 1st Mar.
SHIDZUOKA	12,500	Tues., 23rd Mar.
TAMBA	12,500	Mon., 6th Apr.
AKI	12,500	Mon., 20th Apr.
SADO	12,500	Mon., 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

15

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	to	Leave	Leave	Connecting Steamer	Due at	Due at
leaves	to	SHANGHAI	HONGKONG	from	MARSHALL	PLYMOUTH
YOKOHAMA	COLOMBO.	HAI	KONG.	MARSEILLES and LONDON	1 day later	1 day later
P.M. Thurs.			Noon.			
	ORIENTAL	Feb. 8	Feb. 12	MOLDAVIA	Friday	Thursday
	MALTA	Feb. 22	Feb. 26	EGYPT	Mar. 13	Mar. 12
Mar. 1	SARDINIA	Mar. 8	Mar. 12	MEDINA	Mar. 27	Apr. 2
	NUBIA	Mar. 22	Mar. 26	MONGOLIA	Apr. 10	Apr. 16
Mar. 29	ORIENTAL	Apr. 6	Apr. 10	MOLOJA	Apr. 24	Apr. 30
Apr. 12	MALTA	Apr. 19	Apr. 23	MOLOJA	May 8	May 14
	SARDINIA	May 3	May 7	MOLOJA	May 22	May 28
May 10	NUBIA	May 17	May 21	MOLOJA	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F.A.R.S.

The Fares to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	\$66.	\$66.	\$66.	\$66.	\$66.
MARSEILLES	\$61.	\$61.	\$61.	\$61.	\$61.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	Y'HAMA	SHANGHAI	H'KONG	S'POSE	M'SEILLES	LONDON
	about	about	about	about	about	about
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NELLORE	Apr. 25	May 7	May 12	May 18	June 15	June 24
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon \$50 Single; \$75 Return. 2nd Saloon \$35 Single; \$52 Return
FARES TO MARSEILLES:
1st Saloon \$45 Single; \$63 Return. 2nd Saloon \$30 Single; \$45 Return
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

28

POST OFFICE NOTICE.

The *Chonan*, with the MAIL FROM LONDON (via Siberia) of Tuesday, the 5th ult., is due to arrive here to-day.

The *Malta*, with the ENGLISH MAIL, left Singapore on Sunday, the 7th inst., and is due to arrive here to-morrow, at 5 p.m.

FOR	PER	DATE
Ningpo, Shanghai and North China ...	Pakhoi ...	Thursday, 11th, 9.03 A.M.
Hokow and Haiphong ...	Lokang ...	Thursday, 11th, 10.00 A.M.
Saigu ...	Chihle ...	Thursday, 11th, 11.00 A.M.
Swatow, Amoy and Foochow ...	Kamo Maru ...	Thursday, 11th, 11.00 A.M.
Straits, Colombo, Marseilles & United Kingdom ...	Chinese Prince ...	Thursday, 11th, 1.00 P.M.
SEANGHAI and NORTH CHINA (EUROPE via SIBERIA) ...	Luchow ...	Thursday, 11th, 2.30 P.M.
[Tientsin-Pukow Service Shanghai Brit. P.O. Monday, 15th inst.] ...	Biger ...	Thursday, 11th, 3.00 P.M.
Swatow, Amoy and Tamsui ...	Iselin Maru ...	Thursday, 11th, 3.00 P.M.
Amoy and Foochow ...	Haitan ...	Thursday, 11th, 5.00 P.M.
BANKS, BURMAH, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEN, SOYER and EUROPE ...		Friday, 12th, 10.00 A.M.
(Late Letters 10.00 A.M. to 11 A.M.) ...		Registration ... 10.15 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) ...		Registration with late fee of 10 cts. up to (10.30 A.M.) ...
The Parcel Mail will be closed to-day, at 5 P.M. ...		Registration, Kowloon R.O. ... 9.30 A.M.
Swatow ...	Haiyang ...	Friday, 12th, Noon
Batavia, Cheribon, Samarang, Sourabaya and (Port Moresby via Batavia) ...	Tjikembang ...	Saturday, 13th, 11.00 A.M.
Sandakan ...	Mauwang ...	Saturday, 13th, 11.00 A.M.
Philippine Islands ...	Loangang ...	Saturday, 13th, 2.00 P.M.
Shanghai and North China ...	Haiphong ...	Saturday, 13th, 4.00 P.M.
Shanghai and North China ...	Haiphong ...	Saturday, 13th, 4.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA) ...	Chonan ...	Saturday, 13th, 4.03 P.M.
[Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, 18th inst.] ...		
Swatow ...	Haiman ...	Sunday, 14th, 9.00 A.M.
Swatow, Amoy, Formosa via Tamsui ...	Daigi Maru ...	Sunday, 14th, 9.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island ...	Hitachi Maru ...	Monday, 15th, 10.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$815, sales 11/10)	
China Bank Corporation, Limited	50,000	\$12	all	\$103, buyers	
China Light and Power Company, Ltd.	50,000	\$1	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7.95	
COTTON MILLS.—					
Evo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 131	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6, buyers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$35, sellers	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & S. Co., Ltd.	60,000	\$50	all	\$69	
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$57	
New Amoy Dock Co., Limited	10,000	\$63	all	\$6, buyers	
Shai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 90, buyers	
Shai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	\$5.60, sellers	
Green Island Cement Co., Limited	400,000	\$10	all	\$36 1/2, buyers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$124, buyers	
Hongkong Hotel Company Limited	20,000	\$50	all	\$190	
Hongkong Ice Company, Limited	5,000	\$25	all	\$25, buyers	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$5	all	\$10	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$5.20, sal. & sel.	
Hongkong Tramway Co., Ltd.	325,000	5/	all		
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$240, buyers	
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$15, sellers	
Hongkong Fire Insurance Co., Ltd.	3,000	\$250	\$50	\$385, buyers	
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$320, buyers	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$215, buyers	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$110, sales	
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$55, buyers	
Hongkong Land Reclamation Co., Ltd.	95,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sellers	
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$44	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 101	
West Point Building Co., Limited	12,500	\$50	all	\$68 1/2	
Maschappi tot Mij, Bosch en Landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 40, buyers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32/-, sellers	
Heawood Tin and Rubber Estate, Ltd.	822,000	2/-	all	\$3, sal. & buy.	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	27/6	
Tronoh Mines, Limited	160,000	\$1	all	\$10 1/2	
Peak Tramways Co., Limited	25,000	\$10	all	\$1, sales	
Palpas et Papeteries du Tonkin Societe des	50,000	\$10	all	\$80	
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$93 1/2, buyers	
Lunon Sugar Refining Co., Limited	7,000	\$100	all	\$14, buyers	
SEAMENSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$6, buyers	
Douglas Steamship Co., Limited	20,000	\$50	all	\$39, sellers	
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$19, x. div. buy.	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25/-	all	\$66, sellers	
S. M. Transport & Trading Co., Ltd.	60,000 def.	25/-	all	\$0/-	
S. M. Ferry Company, Limited	2,500,000	\$25	all	\$38, sellers	
South China Morning Post, Limited	6,000	\$5	all	\$28	
Steam Laundry Company, Limited	20,000	\$5	all	\$4, sellers	
STRENGTH AND DURABILITY.—					
Forrest Wm., Limited	15,000	\$7	all	\$5 1/2, sellers	
Watson & Co., A. S., Limited	90,000	\$10	all	\$7, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17, x. div.	

SUBSIDIARY COINS.

Hongkong ... 20 cents pieces ...	\$14.70 discount
Hongkong ... 10 " ...	\$15.30 "

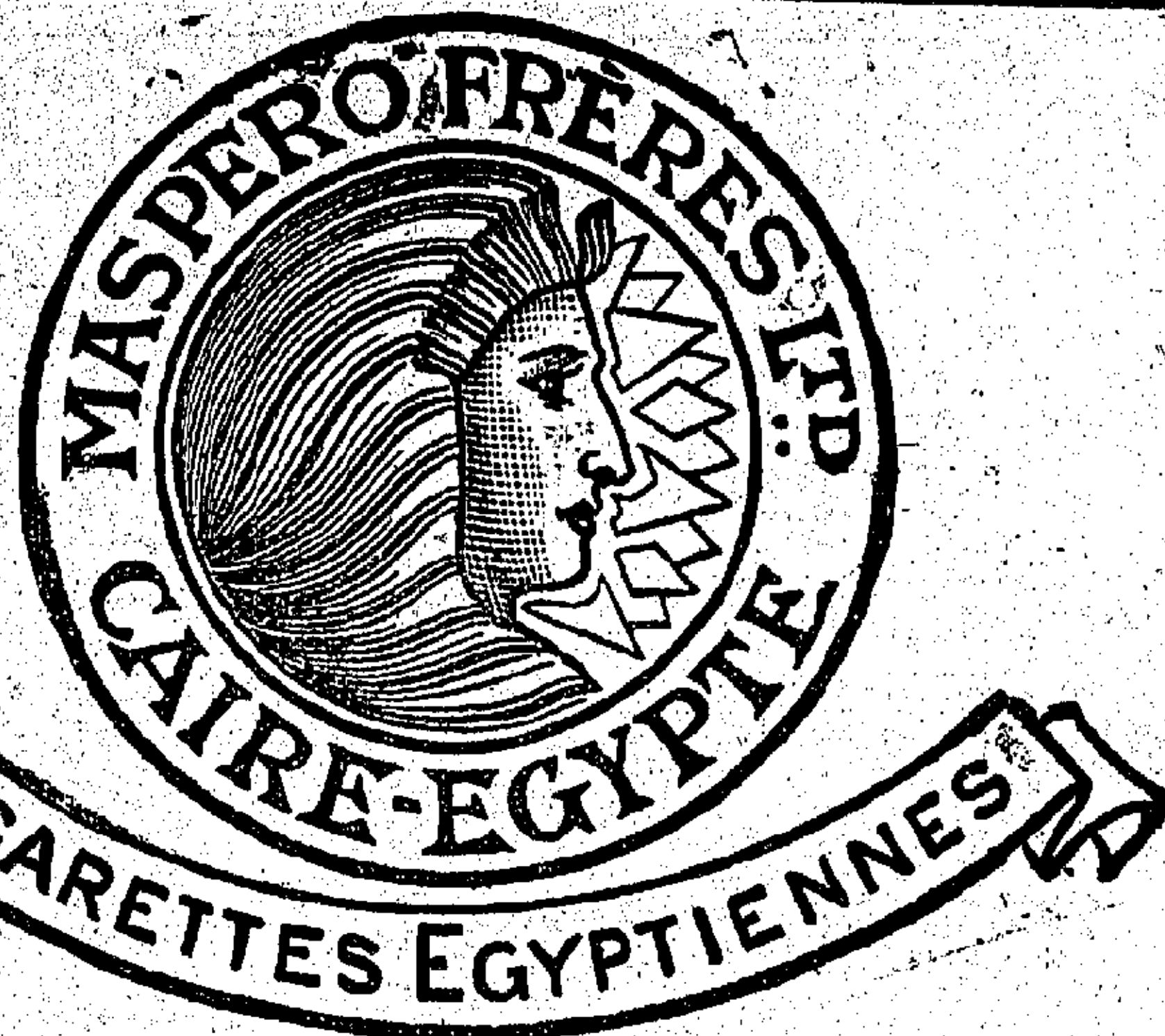
SHARE LIST.—QUOTATIONS.

HONGKONG, 10th FEBRUARY, 1915.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
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STRENGTH AND DURABILITY.—					
Forrest Wm., Limited	15,000	\$7	all	\$5 1/2, sellers	
Watson & Co., A. S., Limited	90,000	\$10	all	\$7, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17, x. div.	

BANKS.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1893	Tls. 767,200.	Tls. 250	7% p. annum	Pat. 1
VERNON & SMYTH, Share Brokers.				
FOR EUROPE AND AMERICA,				
INDIA, AUSTRALIA, &c.,				
and for				
PRIVATE RESIDENCE AT THE OUTPOSTS,				
A Comprehensive and Complete Record				
of the				
NEWS OF THE FAR EAST				
is given in the				
HONGKONG WEEKLY				
PRESS.				
with which is incorporated				
THE CHINA OVERLAND TRADE REPORT,				
Subscription, paid in advance,				
\$12 per annum. Postage				
\$2 to any part of				
the World				



SMOKERS OF

"THE CIGARETTES OF DISTINCTION."

SAVE YOUR EMPTY TINS.

In return for 2 empty tins that contained 100 Cigarettes or 4 empty tins that contained 50 Cigarettes of any brand bearing Maspero Freres' name, we will give one of the amusing and clever pictures (of a set consisting of six) entitled "Billiards Made Easy," by the well-known artist, TOM BROWN.

BRITISH AMERICAN TOBACCO CO., LTD.

HONGKONG.



BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [118]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds:—
Sinking ... \$1,500,000 at 2/-—\$15,000,000
Silver ... \$18,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. DODWELL, Esq. P. H. HOLYOKE, Esq.
G. T. M. EDKINS, Esq. J. A. FLEMING, Esq.
C. S. GUBBY, Esq. Hon. Mr. E. SHELLIN.

CHIEF MANAGERS:
Hongkong—N. J. STABB.
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 5% per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 6 months, 3 1/2% per cent. per annum.
For 12 months, 4% per cent. per annum.
For 18 months, 4 1/2% per cent. per annum.
N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... £1,125,000
Paid-up ... £562,500
Reserve Fund ... £465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 4% per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [119]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1823.

Authorized Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital ... Fl. 19,907,900 (£1,659,000)
Reserve Fund ... Fl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.
HEAD OFFICE: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager.
No. 8, Des Voeux Road Central.
Hongkong, 1